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# Trail Rider MAGAZINE

**On the cover:** Stefan Everts is indeed a Superman. In a year when he's won everything the GP motocross series could offer, he rides the ISDE because he "just wanted to ride" and he wins it outright. Bossman photo.

January 2004  
Volume 34 Number 1

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**Warning:** Some people really enjoy the whole "pain" part of riding. If you're one of them, great. We don't have to tell you that riding is risky business. You already know that every time you head off into the woods on your dirt bike you're taking your life into your hands, literally. You're going into uncharted lands where even the finest insurance companies are going to be loathe to bail you out. We don't have to tell you bleed-junkies that, but the for rest of you for goodness sakes be careful, you can get hurt easily. Besides that you can be chased by livestock, stalked by wild animals and consumed by insects. Just be careful and you'll be fine. At least we think you'll be fine, you never know.

## Notable Info

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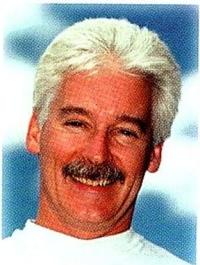
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**Contributors:** We pay \$50 a page for copy, and \$10 each for photos, but we don't print just anything that comes in. Call us and we'll talk about it.

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## Last Over

by Paul Clipper

# America's Team

**A**merican customs are very curious, and at times they definitely get in our way. Take for example the age-old American trait of giving everybody his chance to shine in the sun. "Don't say anything bad," we always say. "Don't say anything negative, that would be cruel." If we come out against something beforehand, we're being negative, anti-establishment, at worst, un-American. If we come out saying we knew all along the thing we didn't criticize was bad from the start, we're being a Monday-morning quarterback, or a dealer in sour grapes.

If that's the case, there will be some sour grapes distributed here today. I've been to enough International Six Day Enduros to know what may or may not work. I know what our team needs to do well. To over-simplify, they need experience at that kind of racing. They need familiarity with the rules, a knowledge of who they are racing against, and training to develop a knack to going fast within a six-minute grass track. Beyond that, they need to learn how to work together as a happy team, as a group of Americans, working with and for each other for the common good. They need to care about each other, and watch out for each other so they can protect each other in the case of an emergency on the course, be it race-time oriented or injury-related, whatever. They need this so they can build a base of team pride, so that even if they are having a bad day they still want to get out and kick ass for the good of the team. It's pretty simple, really. That's what just about all the other ISDE teams have. Without a strong team spirit, there is no way to keep a group of American riders together long enough to win anything in an event that is based on team results.

That being said, I'll go even further: You can't win a team event by the age-old American tradition of fire-hosing money at it.

Racer Productions had a noble and wonderful idea this year. They decided to sponsor the U.S. ISDE Trophy Team, calling it "America's Team" in the process. I can't fault them for that. It was a shot in the arm that our U.S. ISDE effort definitely needed, but I knew it wasn't going to ensure we brought home the World Trophy. Racer Productions, promoters of the GNCC series, brought together six of the best off-road racers in the country to compete on America's Team. Unfortunately, signing the team up and paying for them does nothing to actually create a real team. In this case, it was an act of collecting six guys who compete against each other every week, and in some cases all but hate each other on and off the track.

They never patched anything up beforehand; they rode as a group of guys riding to suit their own individual needs, not the needs of the team. And it worked out about that well. Some of them did good, some did okay, some unfortunately broke down. But as a team, they didn't bring anything home, which was a very expensive lesson that we probably will forget the next time the idea comes up. Maybe if we sent Ricky Carmichael, Ryan Hughes, James Stewart..

So it didn't work, but it was a good old American try

by the Racer people, and hopefully it will be handled well enough in the American press that we don't all come of looking like fools for going over there. The European press may not be so kind, but who reads European magazines anyhow. Who cares what they think?

The shame of it was more than just the money spent. I was afraid that such an approach to the ISDE would wind up in an "Us versus Them" mentality, and I don't mean between the U.S. team and its foreign rivals. I mean between the Racer-sponsored riders and the rest of the Club team riders. Some would deny it, and say "Oh I talked to this guy and that guy..." but as far as overall communication and cooperation between the Racer riders and the rest of them, there was none.

For example, before the start of the race, when everybody was setting up their bikes for local conditions, the organization promised a supply of "racing" fuel to be made available to everyone. What made this

*"Without a strong team spirit, there is no way to keep a group of American riders together long enough to win anything in an event that is based on team results."*

racing fuel different than local pump gas is that the local stuff was Gasohol, about 25 percent alcohol. Using it in a racing bike will cause a noticeable loss of power, and if you don't reject for the alcohol content you will undoubtedly hand-grenade your bike on the first tank. The organization's race gas wasn't available yet, so none of the Club riders could test their bikes, jet them, or otherwise get them ready. The Trophy riders, on the other hand, had brought their own special fuel formulated by Klotz. But they couldn't share even a small quantity with the Club riders because it was only for the Trophy team, and besides they may not have enough.

The fuel issue turned into the biggest headache of the event, and the club riders struggled mightily with it. They used none of the Trophy team's special fuel; and never even saw it, as a matter of fact, until the last day of the race when all the excess was being sold to the locals so it didn't have to go back on the container. Of course, I know that it's difficult to estimate how much fuel a team will need, but considering the circumstances someone could have gotten out a slide rule and figured it out a little more closely.

But the saddest stories came from the riders who were sick or injured. In the old days we had a team doctor, "Crazy Richard" Meyers, who came along because he was an enthusiast, and brought a trunk full of tricks to repair all human damage. He would treat anyone who needed it, even journalists.

Well, on day three Junior Trophy rider Kurt Caselli hit the wall. The heat and effort caught up to him and when he finally wobbled in at the end of the day he

was delirious with dehydration and exhaustion. He had heard of other Trophy Team riders getting saline IV treatments to prevent problems, so he went to the "Team" doctor and was refused treatment, saying the saline was only for the Trophy riders. The doctor reportedly gave him a couple of potassium pills and told him to drink lots of water. Keep in mind that this was the same day a British rider was found dead on the course, probable cause being a dehydration-influenced heart attack on top of heat exhaustion. Tell me, how would we explain all this if something terrible had happened to Kurt as a result of being refused treatment?

As an aside, let me say that Caselli did survive, and went on to finish the event as the fastest American rider and an eighth place finish in the 250 Two-Stroke class. He did a great job, and we're all proud of him.

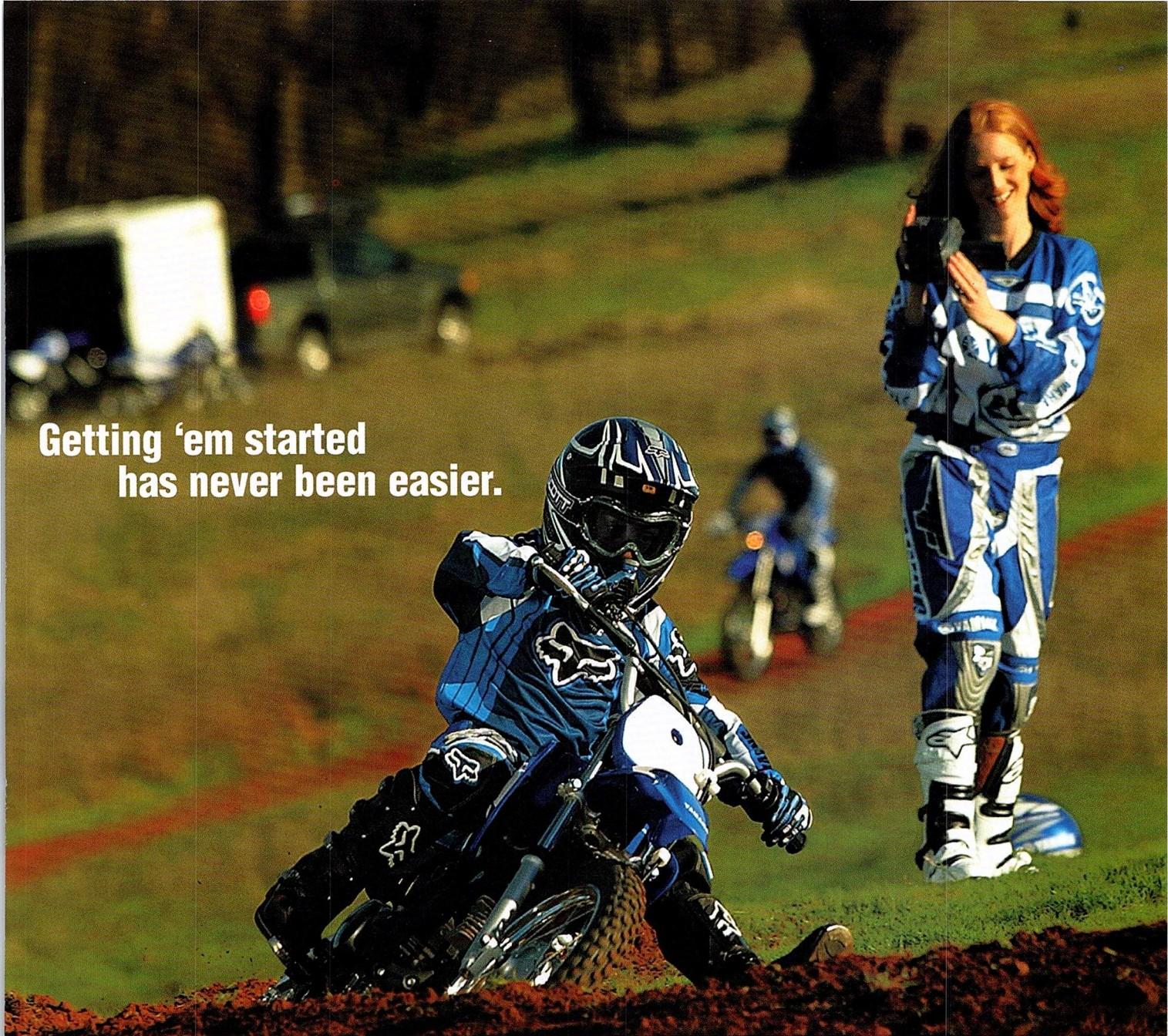
Another case of "The Doctor is Out:" Mandy Mastin smashed her foot on day two, then hobbled around on it for a while, figuring maybe it would be okay. Finally she asked about the doctor to get an opinion as to whether it may be broken or not. She was told he was busy, and once again that he was only there for the Trophy team, and maybe she should get herself to a hospital.

And this is the way we treat other Americans, other members of Team USA?

The America's Team and the GNCC Club team also held their own private meetings every night, where any information they may have shared among themselves was of no importance to the Club riders. I suggested to one of the Trophy riders that maybe one night they should march all the Trophy riders over to the Club riders' meeting and introduce them to the crowd, so the Clubbies could see our pride and joy. He laughed and said, "Ya think?"

Now, I have nothing against any of the members of America's Team. Ty Davis is a great guy who's going to be a dad soon, and a fantastic racer out west. He was setting fast times all week. Mike Lafferty is a neighbor and friend, from a great racing family. Barry Hawk is a genuinely nice guy, even if he is a quad god. Rodney Smith is an accomplished racer with an illustrious career behind him. Mike Kiedrowski is a good guy who did a great job as his first time as an enduro rider. Jason Raines is a great GNCC racer who knows how to face up to adversity. They're all great riders, for sure, but I wouldn't call them team players.

One of the coolest things I saw at the Six Days last year was Fred Hoess, our '02 top American rider and the only American rider who won a gold medal, staying after he finished and impounded his bike so he could help any of the other riders with changing tires or whatever. Some days Fred was among the last riders to leave the parc ferme. We had a Trophy team last year that nobody had ever heard of, but we had that kind of "help each other" team spirit, in our own dysfunctional, live-free-or-die independent way, in a measure we obviously didn't have at all this year. Honestly, I expected no more than what I got, but that doesn't mean I wasn't secretly wishing for more. Sour grapes? ↑



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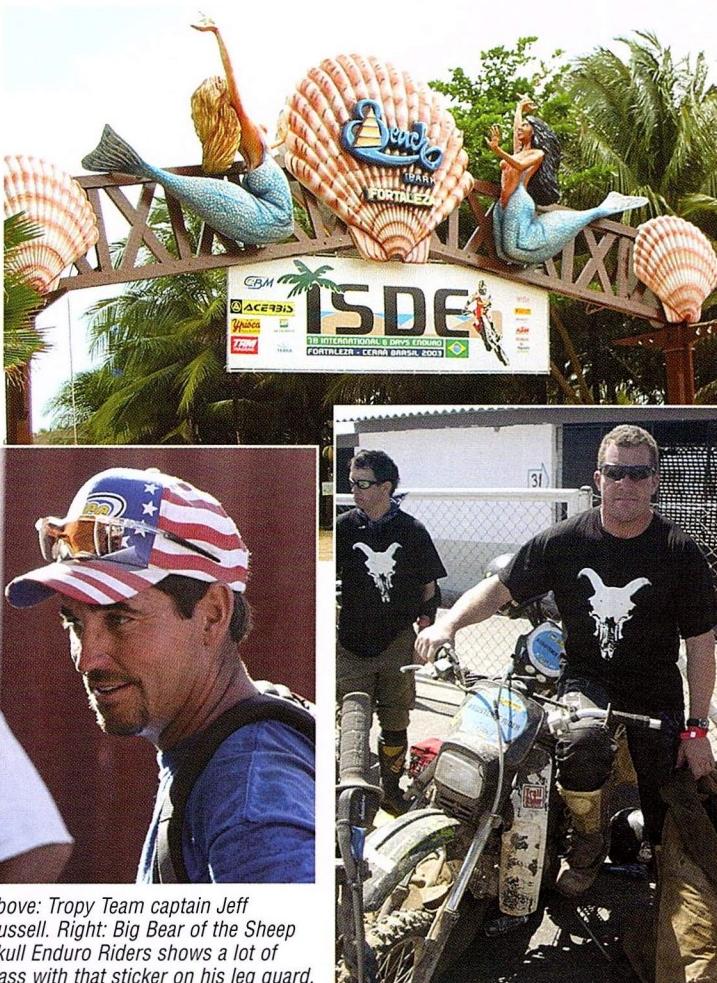
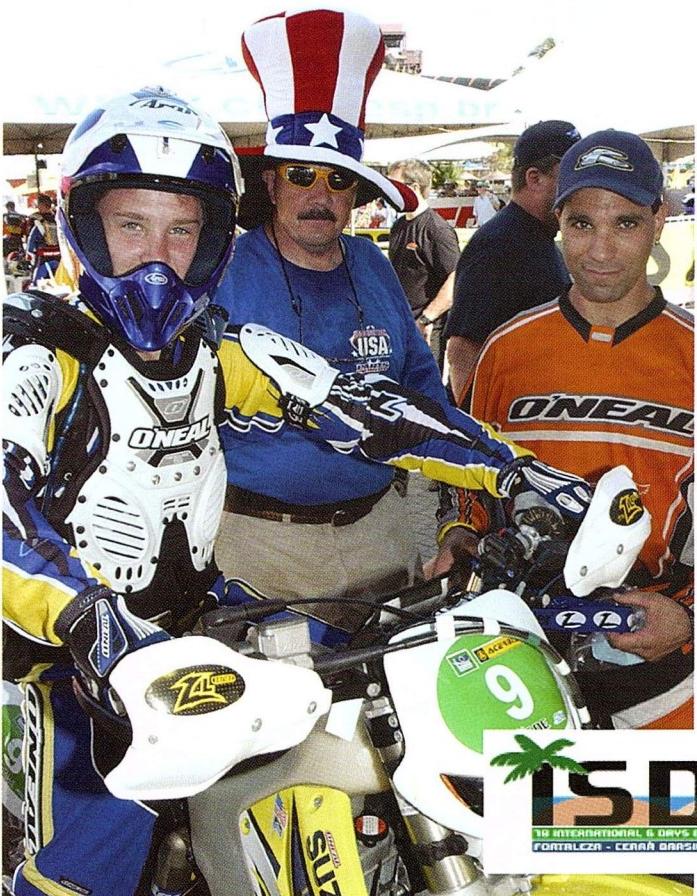
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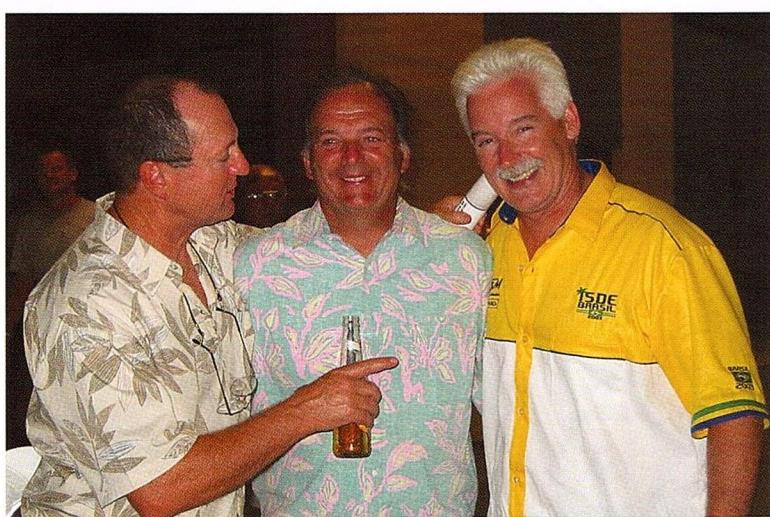
## Six Days in Pictures

Even though the ISDE story in this issue runs to 11 pages, which is a big story for Trail Rider, there are still loads of pictures we didn't print that we want you to see. Usually Six Days is an exciting event that deteriorates to a dreary, rainy mess, but one thing we can say about Brazil is that the situation never deteriorated,

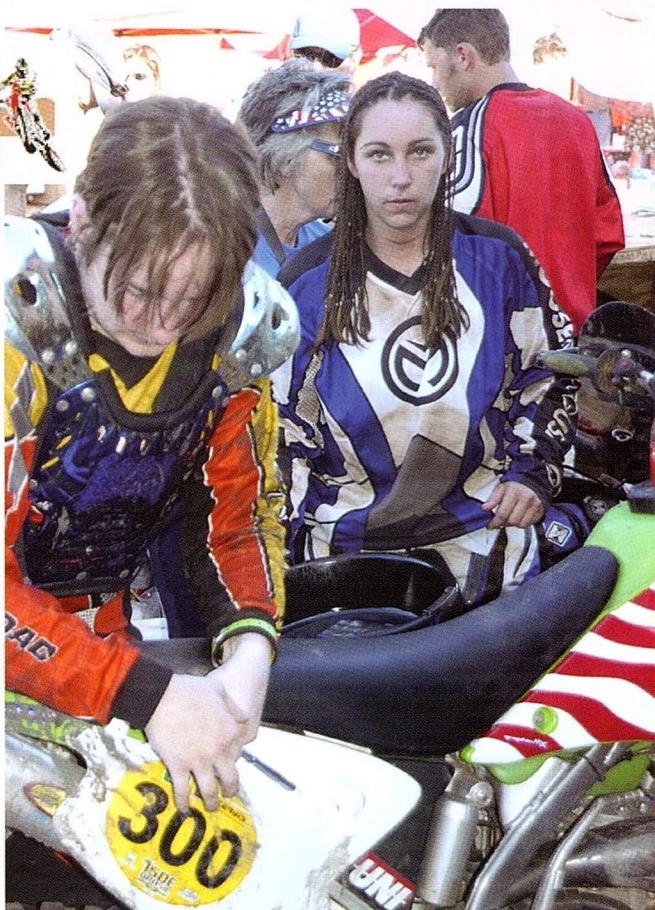
unless it was self-inflicted! No matter how hot it got, you could still wade into the pool and get a huge umbrella drink that would make everything all better. Considering that it's 18 degrees outside and the wood stove is glowing red just to keep the house at 66 degrees, we miss it. We want every event to happen in Brazil!

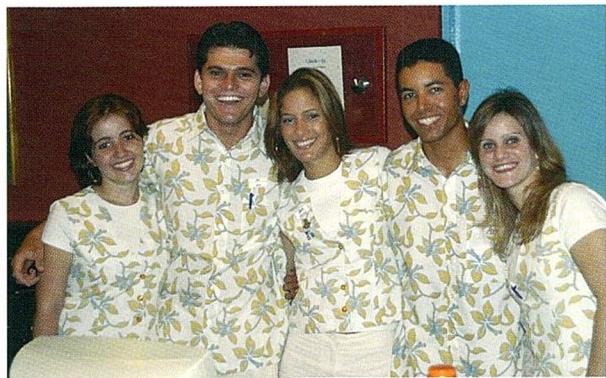


Above: Trophy Team captain Jeff Russell. Right: Big Bear of the Sheep Skull Enduro Riders shows a lot of class with that sticker on his leg guard.

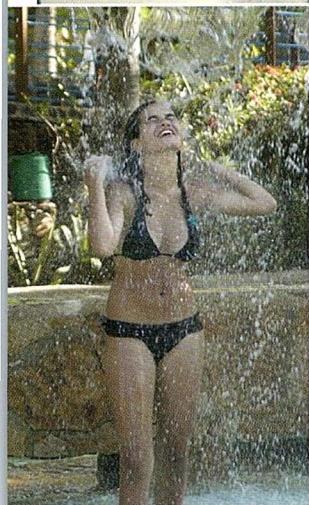


Above: Fred Cameron, Franco Acerbis, Clipper. Three sunburnt guys partying. Right: Lissa Arsenault and Mandy Mastin show the shock of a first day a little tougher than expected. Top: Wally Palmer, Gunny Claypoole and Marc Grossman just before the start of the week. These guys look far too serious, don't they?





Left: Cooling off. Above: Our happy hotel staff. Right: Heidi Landon, getting a little sun. Below: Mike Lafferty with members of his Brazilian fan club.



## Banquet Info

The ECEA annual awards banquet will be held January 31, 2004 at the Radisson Hotel in Trevose, PA. The youth presentation (no cost) will be held from 4:30 p.m. to 6:00 p.m. then the room will be cleared out in order to set-up for the adult dinner/awards presentations, probably starting at 7:00. Cost for the banquet is \$35 for each adult dinner, \$20 for a Youth dinner. A special room and dinner offer by the hotel is \$150 for two, including room, dinners and breakfast on Sunday. Call the Radisson at 215-638-8300.

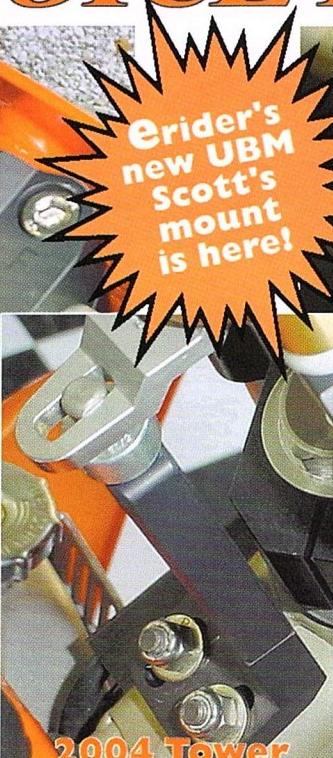
The annual NETRA banquet is being held Saturday, January 24, 2004 at the Crown Plaza Hotel in Worcester, MA. The festivities start at noon, with a flea market, raffles, dealer displays, videos and more. Happy hour is at 5:00, dinner at 6:00, awards at 7:00. The emcee for the evening's entertainment is Paul Clipper, just for something different. Dinner is \$30/person, \$15 kids, and if you ask for the special NETRA room rate it's \$79 a night to stay at the Crowne Plaza. Call them at (508)791-1600. For more information on the event or dinner reservations, call (203)758-7560. ↑

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**78th International Six Day Enduro**

# GRASS SKIRT OPTI

**Staying out of trouble at the first tropical ISDE**



# ONAL

Do you want to read about the ISDE? Great, you've come to the right place. But how much time do you have? How much paper can we spare? The trouble with the Days this year is that it was the most highly anticipated and planned for ISDE in the past decade. We had a specially funded Trophy Team, more riders than ever going, American spectators and helpers on hand than usual, a crew of English-speaking journalists far beyond what normally have.

We also had, for the first time, a press room—an air-conditioned, smoke-free press room—that was wired for high speed Internet access. All you needed to do was walk up to a computer, plug in an Ethernet cable, and you were on. Because of this, and because of more than a dozen Americans signed as "journalists," we had information coming out of our ears, and everyone was e-mailing it home, or updating a website. So all you had to do was log onto enews.com, skunkwrx.net, isde2003.com, gbrothering.com, and lord there were probably more. Every

site had a different viewpoint, and if all the info is still up there it's excellent reading for you. Trouble is, there's so much good stuff out there that even distilling it into this article we'll be lucky if we stay short of 10,000 words. But we'll give it a try.

The epicenter for this year's ISDE was about 12 kilometers south of the northern Brazil city of Fortaleza. The parc ferme, or impound area and pits, was located in the dirt parking lot of Beach Park, Brazil's largest water park and beach resort. Attached to Beach Park was the Beach Park Hotel, which was where we were all staying—the American team, some Italians, and a fair number of Belgians, including Stefan Everts. The hotel was a five-star luxury spot, about \$120 a night for a room, two meals included. For contrast, you could get a cold-water apartment/motel kind of place a couple blocks away for a lot less cash. My friend Guy Perrett from Canada was staying in a place there that wasn't too bad at all—I've stayed in worse—and he was paying \$13 Canadian a night, which is what, about seven dollars U.S.? No meals included, but hey, they had a clean little pool.

Anyhow, the point was, our hotel sat right on the beach. Get up in the morning and you could stroll 100 yards west and you were in the impound, or 50 yards east and you were in the ocean—about 80 degrees water temperature, while the air was about 85 in the morning, up to about 95 or more in the afternoon. Between your room and the beach was a huge pool area with a swim-up bar right in the middle of the pool. Yes,

*From left: A German rider crosses the beach in Morro Branco. Kurt Caselli (117) was top scoring American rider. Jeff Fredette (279) rides his 23rd Six Days. Eric Bee (325) and Derek Steahly on a sand dune special test. Rodney Smith (17) passes through a gate high in the hills on the second day.*

it was a situation ripe for a abuse, and there were more than a few of us ready to abuse it.

The U.S. equipment—bikes, pit tools, etc.—comes over to the ISDE in shipping containers sent weeks before. In stark contrast to the late arrivals and confusion of the past, our containers—three of them—were there when we arrived. For the first time in recent



memory, the U.S. bikes were ready early and we were actually the first team to impound all our bikes. There was a hassle with special fuel not being available, which was promised by the Brazil federation but was late arriving. Local fuel is mostly "Gasohol" and not a very good choice for a racing bike. Many teams refused to impound until they got a chance to jet their bikes with the fuel as promised, and as a result the opening ceremonies and a parade that was supposed to start in the nightclub district of Fortaleza was canceled to give the teams more time to get ready. Eventually, everybody was in and we were ready for the Monday start.

America's World Trophy team, the well-picked and

very well funded group of Ty Davis, Rodney Smith, Mike Kiedrowski, Barry Hawk, Mike Lafferty and Jason Raines, were very much primed for a good result. We had our eye on the podium, and the center of it as well. Even some of the ISDE regulars were nervous, since the U.S. had entered their best possible team. Unfortunately, the team's troubles started almost immediately.

#### Trouble From The First

Off the start, there was about 20k of roads and two-track until the first special test. About 25 minutes from the parc ferme the Trophy riders started arriving at the first special test of the week, a beautiful rolling "grass track" laid out in sand dunes north of the hotel. It was



#### ISDE Official Class Results

##### 125cc Two Stroke

1. Rodrigues Helder	KTM PRT	2.26'24"60 Gold
2. Saarenkoski Mika	Hus FIN	2.27'57"85 Gold
3. Albergoni Simone	KTM ITA	2.28'19"67 Gold
4. Puigdemont Xavier	KTM ESP	2.28'23"84 Gold
5. Bazzurri Roberto	Hus ITA	2.29'04"64 Gold
34. Seehorn Jonathan	KTM	2.46'28"68 Silver
35. Smith Rodney	Suz	2.47'13"54 Silver
36. Palmer Wallace	Suz	2.47'21"71 Silver
44. McNeil Luke	Yam	3.23'29"35 Silver
45. Burgard Jr. John	KTM	3.39'32"43 Bronze

##### 250cc Two Stroke

1. Merriman Stefan	Hon AUS	2.20'03"35 Gold
2. Laaksonen Jani	Gas FIN	2.24'40"00 Gold
3. Tiainen Kari	KTM FIN	2.24'40"23 Gold
4. Blanc Freddy	KTM FRA	2.25'22"30 Gold
5. Sala Giovanni	KTM ITA	2.25'46"59 Gold
8. Caselli Kurt	KTM	2.26'39"26 Gold
10. Davis Ty	Yam	2.27'19"37 Gold
16. Kiedrowski Mike	Suz	2.30'48"39 Gold
19. Raines Jason	Yam	2.31'26"05 Gold
20. Pearson David	Kaw	2.31'38"86 Gold
36. Jenks Robbie	Yam	2.37'02"77 Silver
48. Olson Bryce	KTM	2.40'14"57 Silver
49. Blackwell Doug	Kaw	2.40'32"32 Silver
52. Garrahan Patrick	KTM	2.42'23"14 Silver
56. Kreiss Rod	Suz	2.45'12"82 Silver
57. Wilson Aaron	KTM	2.45'18"83 Silver
58. Kopp Aaron	KTM	2.45'27"94 Silver
62. Gillian Greg	Hon	2.47'37"92 Silver
64. Webb Jason	KTM	2.48'00"95 Silver
65. Bobbitt Russell	Gas	2.48'14"28 Silver
66. Schmelzle Ron	KTM	2.48'25"84 Silver
71. Zimmerman Rob	Yam	2.51'35"49 Silver
72. Fredette Jeff	Kaw	2.52'12"10 Silver
75. Penney Bryan	KTM	2.53'37"69 Silver
77. Bee Eric	KTM	2.54'52"42 Silver
78. Valin Lars	Hon	2.56'56"62 Silver
80. Bailey Eric	KTM	2.59'15"76 Silver

86. Monroe Mike	Gas	3.03'39"72 Silver
94. Sigety Mike	KTM	3.15'16"13 Silver
95. Mason Shawn	KTM	3.18'36"17 Bronze
96. Kreis Steven	KTM	3.20'32"40 Bronze
99. Wells John	KTM	3.25'29"16 Bronze
107. Flynn Pat	Kaw	4.01'07"66 Bronze
110. Steahly Derek	KTM	4.12'35"15 Bronze
116. Smith Ben	KTM	4.58'13"19 DNF
124. Crawford Morgan	KTM	9.02'17"70 DNF
125. Lojak Josh	Yam	9.05'23"34 DNF
127. Puma Jeremy	Suz	10.32'23"19 DNF
130. Mastin Amanda	KTM	10.40'47"48 DNF
134. Landon Heidi	Kaw	11.48'40"48 DNF
136. Hawk Barry	Yam	12.00'00"00 DNF
137. Arsenault Lissa	Kaw	12.00'00"00 DNF

##### 250cc Four Stroke

1. Bergwall Peter	Yam SWE	2.27'23"67 Gold
2. Rinaldi Mario	Yam ITA	2.27'32"69 Gold
3. Germain Marc	Yam FRA	2.27'57"22 Gold
4. Gallina Giuseppe	Yam ITA	2.30'29"25 Gold
5. Kearney Glenn	Yam AUS	2.31'29"60 Gold
11. Hawkins Randy	Yam	2.41'16"55 Gold
21. Thompson Mark	Yam	2.58'17"20 Silver
31. Neff Paul	Yam	3.26'06"87 Silver
35. Hoess Fred	Hus	4.21'38"64 DNF

1. Everts Stefan	Yam BEL	2.19'21"10 Gold
2. Salminen Juha	KTM FIN	2.20'54"51 Gold
3. Botturi Alessandro	KTM ITA	2.25'49"58 Gold
4. Guillaume Sebastien	Hus FRA	2.28'12"18 Gold
5. Ljunggren Joakim	KTM SWE	2.28'23"62 Gold
7. Lafferty Mike	KTM	2.30'39"50 Gold
28. Deyo Alan	KTM	2.57'46"06 Silver
100. Garrahan Brian	KTM	12.00'00"00 DNF

1. Cervantes Ivan	KTM ESP	2.23'43"00 Gold
2. Boonen Johan	KTM BEL	2.24'36"67 Gold
3. Ahola Mika	VOR FIN	2.24'47"50 Gold
4. Aro Samuli	KTM FIN	2.24'52"82 Gold
5. Eriksson Anders	Hus SWE	2.24'54"16 Gold



Left: The course ran right through Beach Park, Brazil's biggest water amusement park and thong capital of Fortaleza. Above: John Burgard carves dune in the first special test. Far right: Mike Lafferty wheelies past the hotel on day one.

fast, fast, fast, and a definite workout for the bikes. Our riders started going through, looking pretty good, getting the feel of things. Then Barry Hawk, riding on number 93, didn't come out of the test. He sized the bike up solid, and went over his hour trying to push it out of the test and/or fix it. Here was a darned shame! Barry was a last-minute replacement for Fred Andrews, who had to bow out with a cracked shoulder. Being the new GNCC champ for '03, and with a full head of GNCC steam behind him, we were all really excited to see how he would do in his first Six Days, but it was not to be.

The next rider out was Club rider Brian Garrahan, whose 450 KTM got so hot it melted connections on the ignition stator coil. What happened was simple and stupid, and Brian wasn't the only KTM rental rider who suffered from it. Basically, a few of the 450s there had no mechanical connection where the wiring harness hooks to the ignition stator down in the cases—technically, the wire was just held to the soldering post and soldered in place. The first thing you learn in electronics school is that you must have a mechanical connection before you solder. I know that, and I've never been to electronics school! In this case, heat may have melted the solder, or the connection could have just broken from vibration. Either way, Brian was out. His bike failed in the first special test at the bottom of a dune, and he wasted an hour pushing the bike out. Both Brian and Barry fixed the bikes and re-impounded; according to the rules, if approved they can ride the rest of the event (unless they have more trouble) but will not be competing for medals any more.

Barry's trouble didn't bode well for the Trophy team. Since five members of the team are scored to the finish, it didn't put us out of the competition but it put the pressure on the rest of the team, since we couldn't afford any screw-ups. And of course, you never know what's going to happen at the Six Days, even with the best team we could gather.

Cut to the end of the day: Rodney Smith missed some arrows pointing onto the common course for return to the parc ferme and wound up coming into

check five a second time, as they were packing up. He bolted out of there, but still wound up getting to the finish and impounding 14 minutes late. Right there, that was the end of our Trophy Team possibilities. Unless the International Jury decided to throw out the section coming in—which they almost never do—we were finished for the week. Ultimately, our team wound up 12th for the day, with very little chance of moving up anywhere near the podium. So much work, and so much money, and it was over that fast!

Of course, we didn't know about that until the end of the day. In the mean time I watched the first special test with Guy Perrett and marveled at how hot it was. The sand dune special test was epic; wide open big uphills and downhills. The Euros go like mad dogs. Some of our guys go really well, but a lot more in control and more or less careful. For example, Mike Lafferty looks really strong and fast in the test (400 Four-Stroke class) but it turns out he's consistently off the pace of the class leader by 30 seconds. Who is his class leader? Stefan Everts. Any more questions?

Fun Belgian fact: The first time we were watching for Stefan Everts at a special test, we were wondering what he looked like. "What color gear does a Belgian wear," Kato joked, "beige?" Believe it or not, when Everts came around he was wearing beige gear.

Everts was immediately a factor in the 400 Four-Stroke class. At the same time, the guy to watch in the 250 Two-Stroke class was Stefan Merriman. Both are incredible riders. Merriman never spins and slithers around, he looks like he's being catapulted from turn

to turn. Everts spins just a little, but he goes so fast it's insane.

Here on the first day, the fastest American rider is Ty Davis, who is consistently finishing seventh in the special tests but 12 to 15 seconds off the pace of Merriman. Stefan Merriman seems to be winning most of the tests overall. The surprise fast guy in the American camp is Junior



World Trophy	D1	D2	D3	D4	D5	D6	Total	2. GNCC	53'28"08	11'48"47	8'30"30	10'09"98	10'08"82	10'46"79	2'03"72
Country								HAWKINS RANDY	3'45"84	2'02"28	2'47"23	2'20"03	3'05"69	43"86	
1. FINLAND WT	13'18"93	1'43"96	2'02"93	3'40"57	2'21"66	2'30"14	59"67	JENKS ROBBIE	3'32"39	2'53"72	3'36"06	3'49"85	3'00"73	44"05	
SALMINEN JUHA	18'59	16"39	5'00	23"22	28"13	2'08		BLACKWELL DOUG	4'30"24	3'34"30	3'46"69	3'58"94	4'40"37	35"81	
SAARENKOSKI MIKA	38'99	42"33	10"78	17"79	27"84	0'00		MRAZEK JAN	4'19"07	2'26"52	3'03"28	2'33"69	2'37"51	13"61	
AHOA MIKA	0'00	0'00	1'23"90	24"39	37"99	8"90		MALAT MARTIN	4'06"19	2'34"98	2'49"57	3'09"52	3'06"51	12"06	
ARO SAMULI	7"99	4"91	1'34"62	20"81	8"99	23"18		HOLADA JAN	6'20"16	4'16"47	5'55"68	6'02"40	5'12"14	1'42"93	
LAAKSONEN JANI	56'27	59"30	1'10"31	55"45	47"19	25"51		KREISS ROD	4'09"94	4'31"61	7'04"26	4'04"55	4'57"66	58"83	
TIAINEN KARI	38"39	1'12"63	50"58	59"68	55"22	37"76		ZIMMERMAN ROB	7'02"29	5'50"63	5'55"48	5'39"76	5'46"69	1'54"67	
2. ITALY WT	19'06"24	4'28"22	2'40"20	3'19"71	3'59"20	3'14"75	1'24"16	11. TEAM WASH.	2.00'54"56	18'59"41	15'04"55	14'35"90	14'57"53	5'15"94	5'19"23
RINALDI MARIO	17"30	22"04	4"23	0'00	8"13	9"37		WILSON AARON	5'26"17	4'39"05	4'43"21	4'23"23	5'02"04	1'39"16	
BAZZURRI ROBERTO	21"51	33"37	19"00	1'00"17	40"35	30"12		BEE ERIC	8'35"64	6'24"85	6'26"58	6'23"46	5'14"66	2'21"26	
GALLINO GIUSEPPE	3'00"16	11"23	17"83	23"77	0'00	4"64		NEFF PAUL	4'57"60	4'00"65	3'26"11	4'10"84	4'14"24	1'18"81	
SALA GIOVANNI	1'04"57	1'17"29	1'26"10	1'13"97	1'18"69	0'00		12. BOISE RIDGE RD.	2.06'14"08	41'46"86	26'23"83	16'40"61	16'57"80	18'56"49	5'28"41
BOTTURI ALESSANDR	1'17"79	49"24	1'12"55	1'21"29	1'07"58	40"03		WEBB JASON	6'25"90	5'06"01	5'16"35	5'01"35	4'40"58	2'04"79	
ZANNI ALESSANDRO	1'27"05	44"32	2.00"00	2.00"00	2.00"00	2.00"00		BAILEY ERIC	5'57"68	14'54"12	5'15"10	5'39"07	6'15"00	1'48"82	
3. FRANCE WT	27'26"95	5'18"12	4'43"81	4'18"22	4'17"86	7'10"59	1'38"35	MCNEIL LUKE	29'23"28	6'23"70	6'09"16	6'17"38	8'00"91	1'34"80	
GERMAIN MARC	34"67	7"45	0'00	14"07'	14"49	14"92		13. MO MUDDERS	2.17'34"56	38'02"89	24'44"92	22'48"69	21'16"97	23'30"51	7'10"58
DEPARROIS NICOLAS	1'14"93	59"08	57"18	1'02"87	1'07"57	21"77		VALIN LARS	9'36"08	6'23"96	6'32"76	6'18"89	6'35"74	2'03"22	
CURVALLE JORDAN	1'27"45	1'18"24	1'10"96	1'13"62	59"01	16"44		MONROE MIKE	8'28"28	7'49"84	8'10"42	8'06"72	9'10"63	2'27"86	
GUILLAUME SEBASTI	1'43"48	48"91	1'41"81	1'47"30	2'16"83	32"75		SIGETY MIKE	19'58"53	10'31"12	8'05"51	6'51"36	7'44"14	2'39"50	
PORTE GUILLAUME	2'45"32	2'32"81	2'18"37	2'38"86	2'32"69	12"47		19. ECEA STARS	3.14'02"29	14'17"17	12'58"73	12'47"02	19'29"36	2.09"52	4'37"41
DEMEESTER ARNAUD	17"59	1'30"13	28"27	0'00	2.00"00	2.00"00		KOPP AARON	4'49"79	5'18"17	5'09"56	4'23"52	4'43"71	1'37"22	
7. UNITED STATES WT	1.04'07"72	23'11"58	9'50"56	9'53"11	8'53"37	9'56"48	2'22"62	GILLIAN GREG	6'21"08	5'12"78	4'38"47	4'42"17	5'08"89	2'08"56	
DAVIS TY	1'03"24	1'27"99	1'44"17	1'35"45	1'22"49	40"06		HOESS FRED	3'06"30	2'27"78	2'58"99	10'23"67	2.00"00"00	51"63	
LAFFERTY MIKE	2'28"69	12"70	2'13"79	2'06"05	2'14"38	47"79		20. JAFMAR RACING	3.20'31"01	24'31"57	24'39"14	55'31"72	47'42"16	40'24"99	7'41"43
KIEDROWSKI MIKE	1'50"60	2'28"12	2'08"98	2'04"78	2'37"02	12"92		FREDETTE JEFF	6'46"42	7'47"64	5'52"00	5'26"89	5'18"04	1'35"14	
RAINES JASON	2'21"66	2'49"31	2'20"38	2'00"92	1'52"15	35"66		WELLS JOHN	8'45"71	7'15"37	7'06"68	15'59"23	24'05"76	2'50"44	
SMITH RODNEY	15'27"39	1'37"44	1'25"79	1'06"17	1'50"44	6"19		FLYNN PAT	8'59"44	9'36"13	42'33"04	26'16"04	11'01"19	3'15"85	
HAWK BARRY	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00		26. ECEA STRIPES	5.19'49"25	2.26"45"22	46'23"05	24'00"30	22'14"17	1.13"59	6'26"80
Junior Trophy								KREIS STEVEN	19'40"53	7'18"29	7'58"04	6'51"93	16'22"86	2'54"78	
1. FRANCE JT	15'45"84	3'44"74	2'12"27	1'59"92	3'39"02	3'33"44	36"45	BURGARD JR. JOHN	7'04"69	5'05"17	6'21"26	5'38"46	48'11"69	1'31"04	
VERSACE HERVE	1'34"99	48"79	33"07	1'05"00	59"46	45"77		SMITH BEN	2.00"00"00	33'59"59	9'41"00	9'43"78	9'25"16	2'00"98	
BLANC FREDDY	1'07"67	55"62	55"06	1'08"31	1'35"21	14"46		31. MT. SCOTT M.C.	9.05'43"18	19'04"59	13'59"80	2.11"03	2.09"13	2.10"16	2.02"05"19
MIQUEL DAMIEN	1'02"08	27"86	31"79	2'52"07	1'11"01	19"36		SEEHORN JONATHAN	4'48"84	3'39"36	4'11"77	3'27"72	3'56"46	44"41	
PLANET FABIEN	1'39"79	1'37"94	1'28"17	1'25"71	1'22"97	2'63		PENNEY BRYAN	7'15"71	6'37"58	6'52"07	5'45"76	6'19"82	1'20"78	
2. FINLAND JT	16'11"06	3'07"35	3'53"84	2'27"94	2'39"63	2'40"24	1'22"06	CRAWFORD MORGAN	7'00"04	3'42"86	2.00"00	2.00"00	2.00"00	2.00"00	
SALONEN VALTTERI	38"64	1'23"29	33"09	27"36	36"72	21"94		32. RIDGE RIDERS	9.44'44"32	18'31"64	54'08"55	2.10"02"34	2.08"54"25	2.09"06	2.04"00"82
RIIHELAINEN RIJKU	1'09"59	45"78	34"47	57"05	52"16	49"38		THOMPSON MARK	3'33"52	18'09"60	3'21"28	2'53"37	2'33"65	1'14"16	
MATTILA JARI	1'19"12	1'44"77	1'20"38	1'15"22	1'11"36	10"74		MASON SHAWN	7'54"67	29'13"86	6'41"06	6'00"88	6'33"07	2'46"66	
TARKKALA MARKO	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00		LOJAK JOSH	7'03"45	6'45"09	2.00"00	2.00"00	2.00"00	2.00"00	
3. ITALY JT	18'49"22	3'41"88	2'57"67	3'06"44	3'24"51	3'56"82	1'41"90	39. OREGON M.C.	12.37'54	21'24"63	2.18"26	2.48"30	2.46"06	2.17"31	2.05"57"33
ALBERGONI SIMONE	17"05	19"26	21"80	33"47	39"06	28"91		DEYO ALAN	7'40"84	6'28"01	8'10"02	6'48"38	7'14"56	2'03"15	
FALGARI GIULIANO	1'38"29	59"27	59"17	1'08"06	1'31"17	18"81		PUMA JEREMY	6'19"90	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00	
BECONI ANDREA	1'46"54	1'39"14	1'45"47	1'58"50	1'46"59	54"18		40. MERED D.R.	12.51'57	2.11"23	2.08"55	2.09"52	2.09"31	2.08"53	2.03"21"01
MICHELIZZI MAURIZIO	2'26"29	1'40"87	1'58"69	1'42"98	2'10"04	1'25"83		GARRAHAN PATRICK	5'39"91	4'12"49	4'00"63	4'05"05	3'56"60	1'02"49	
9. UNITED STATES JT	41'06"50	12'15"07	7'58"18	6'37"17	5'47"41	5'31"54	2'57"13	SCHMELZLE RON	5'43"36	4'42"69	5'51"91	5'26"83	4'56"56	2'18"52	
CASELLI KURT	2'44"66	1'01"93	56"66	1'05"62	41"36	43"06		GARRAHAN BRIAN	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00	
PEARSON DAVID	2'57"20	2'19"15	2'04"54	1'57"19	1'47"02	1'07"79		ARSENault LISSA	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00	
PALMER WALLACE	6'34"48	4'37"10	3'35"97	2'44"60	3'03"16	1'06"28									
BOBBITT RUSSELL	6'33"21	4'58"43	5'56"91	5'03"81	4'31"95	1'44"00									
Club Teams	1. KBS UAMK TEAM A	47'38"34	9'37"73	7'11"34	8'18"85	9'24"76	10'06"38	2'59"28	51. DUAL SPORT	33.37"21	3.37"21	6.00"00	6.00"00	6.00"00	6.00"00
ZAREMBA JAN	1'29"17	49"17	1'16"07	1'20"86	1'47"73	1"33		MASTIN AMANDA	14'44"19	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00	
HRUBSKY FRANTISE	3'14"17	3'31"82	3'18"08	3'44"88	3'41"63	1'32"50		LANDON HEIDI	1.22'37"19	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00	
MELICHAR PAVEL	4'54"39	2'50"35	3'44"70	4'19"02	4'37"02	1'25"45		ARSENault LISSA	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00	2.00"00	

Trophy rider Kurt Caselli, who was burning up the sand today and is finishing right behind Ty Davis in the tests we've seen scores for, top ten every time. Because of this, and good scores from the rest of our Junior Trophy guys, our camp is predicting a top placing for our Junior team in the day's results. We won't know anything about scores until tomorrow morning or afternoon, depending on when we pry ourselves off the beach and into the press room again.

So we finished the first day with Brian Garrahan and Barry Hawk out of the competition, and Smith with a bundle of late points. The rest of the American riders got in okay, though the women's team of Amanda Mastin, Heidi Landon and Lissa Arsenault was struck

a near fatal blow when Lissa ran out of gas, got lost and missed the final special test getting to the finish. Missing the test would put her out of the competition, but she finished up her bike and impounded anyhow. Heidi was suffering from crashes caused by a sticking throttle, and came in 10 minutes shy of houring out. She got impounded in time and will start day two. Amanda Mastin came in with time to spare and was all set for the next day.

Club rider Ben Smith had troubles during the day. He got stuck in the mud in the one wet section, and was thankful when some local guys came and helped him out of the mud. Then he wasn't so pleased when they robbed him of his toolbelt, where he was carrying money, tools and who knows what else. During all this he went over his hour, becoming the fourth USA rider to not survive the first day.

#### Getting Into It

We heard a rumor that the Finnish team lost two riders on day one, but it was just a nasty lie. We are flooded with rumors here every day, and I don't know where they get them all. More accurate is this: The Finnish team is kicking everyone's ass. How unusual is that. Their Trophy team is leading at the end of day one, with the Italian team second and the Belgian team third. The Finns have Mika Ahola leading the way (in the 500+ Four-Stroke class) as usual. The news the rumor was based on was that the Swedish team had lost two riders and were done in the competition. Some apparently can't tell Swedes from Finns.

Though the team is doomed, the Swedes still have Peter Bergvall leading the 250 Four-Stroke class. The Italians have Mario Rinaldi second in that class, but they also have Giovanni Sala back on the team and riding a 250 two-stroke, which is great fun. He's still fast, even though his 40th birthday will be later in November. The Belgians have Stefan Everts leading



*Left: Mike Kiedrowski rode to a gold in his first Six Days.  
Above: Rare photo of Brian Garrahan, minutes before his bike stopped running and put him out of the event on day one.*

the 400 class, and he rides so well they almost don't need any of the other Belgian riders.

Our Junior team is ninth, out of 15 teams, because both Russell Bobbitt and Wally Palmer dropped penalty points the day before. Not a very good showing, but in both the JT and the Trophy we have nowhere to go but up...hopefully. Kurt Caselli is our best JT rider. The best US Club team listed after day one were the ECEA Stars team of Fred Hoess, Aaron Kopp and Greg Gillian. The SkunkWrx team of Olsen, Kreiss and Zimmerman was right behind them, fourth and fifth, but something with those scores didn't seem right



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The officials have the GNCC Club team in 25th, but that also is wrong because it all changes completely after day two. The day two results show our GNCC Club team of Hawkins, Jenks and Blackwell as third, while the ECEA Stars team is ninth, Skunkwrx tenth and Mt. Scott team of Seehorn, Crawford and Penney in eleventh. That seems accurate.

Day two's course included a rocky goat trail and a nasty long, steep rocky downhill. Lots of attrition in the section, that's where Heidi went out, where dozens of riders went out. I was at the check at the bottom of the hill, and here comes Mike Lafferty looking like his usual calm self, but pulling in and looking long and hard at a guy coming in behind him. Alan Randt sees him looking back and says "Uh oh, I know that look, somebody's on your shit list." Mike just gives a Mona

Lisa smile and says, "Let's just say I didn't make any friends coming down that hill." One of the pit girls checking times comes over and says "Wow, you're at least two minutes earlier than any of the other riders coming in!" "Too bad there wasn't a check-out." Mike says. He apparently had the satisfaction of passing his class leader Stefan Everts splattered sideways all over the hillside on the way down, God only knows how many riders he may have knocked down on the way. But since the section itself wasn't timed, it did him no good other than "feel good" points.

The guy who is kicking American ass is Junior team rider Kurt Caselli, who finished day one just behind Davis, and then on day two moved ahead of Davis at all the tests, finishing one test second in class behind Merriman. Caselli got whacked by the heat during the day, though, and came into the finish wiped out with dehydration, couldn't even finish working on his bike before he had to get it into impound.

More bad things happened on day two, though. British rider Matt Bowden was found dead on the trail, short of check two, probable victim of a heart attack aggravated by dehydration; at least that's what the official reports said. In near 100 degree heat, hydration was without a doubt the most important thing riders had to pay attention to; and without any other help that meant drinking water until you were sore from swal-



Left: Pat Garrahan's girlfriend Paige shoots some of the local boys. Above: Doug Blackwell, kicking up a foot-roost on Fred Andrews' Kawasaki. Blackwell was allowed to ride it for the event when he replaced Andrews in the lineup.

lowing.

Also, the women's club team took another broadside hit when Heidi Landon failed to show up at a check. She was found by sweep riders and helped back to the road, where she rode out with a couple of bad contusions and well over her hour. Amanda Mastin got one special test farther out on the course from Heidi, then crashed her brains out and possibly broke her ankle. So the girl's team was out, and we were sorry to see

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them go. U.S. Club rider Jeremy Puma missed a check on the way in and was disqualified, so his ride ended as well.

#### Repeat Day Two

Day three was a repeat of day two's course. The heat was just as intense, and as the event started to move "over the hump," attrition started to increase. Josh Lojak and Morgan Crawford both dropped out by the third check, Lojak a victim of a fried ignition.

I had been battling with the airlines, trying to get my baggage, which was lost before I even hit Miami on the way down. I'd been wearing the same clothes for three days, so when I heard my bags were finally going to appear I decided day three was a rest day for me, and headed out to the beach in celebration. Actually, I did go over to the press room to work for a few hours, trying to figure out who was doing what, and I ran into a fair number of my brother American journalists over there doing the same thing. "Hey Clip, we're going over for massages in a half-hour, you should get your name on the list!" It's a wonderful life.

Casey Folks tells a good story on day three. He was invited to Brazil by Franco Acerbis, his long-time brother in race promotion. Franco was bankrolling this Six Days, and enjoying it tremendously. Casey only found out when he got here that he was going to be a trail marshal—with no riding gear, no fanny pack, no gear at all. So he borrows all the stuff, goes out on the course with this Brazilian guy, and they start trying to help folks up the nasty, rocky hill section. Of course there's way too many riders who can't get up the hill, too many who have given up and laid down on the trail, and his riding partner's bike breaks its crank-shaft and is immobile. About this time Casey comes across a rider whose bike is dead and he's dehydrated and giving up, so Casey's trying to get this guy moving and get him out to medical help. They finally get to a spot where there's no way they can push a dead bike up this loose rocky hill, and just then along comes a guy with a burro loaded with sacks of something. Casey offers to rent the burro, the guy says no. Casey offers to buy the burro, the guy says no. Casey says, "Okay, then I'm stealing your burro!" and shoves the cargo off of it and starts leading it away. With the guy protesting all the while, Casey ties the ropes to the dead bike and starts hauling everything up the hill. "That burro could pull a bike up the hill like it was

nothing!" said Casey afterwards. Casey gave the burro man 50 reals for his trouble, which is probably about six month's worth of income. It's about \$18 U.S. Everybody was happy.

Ty Davis was sick this day, with a 102-degree fever. It was definitely affecting his special test times, and Kurt Caselli jumped into Ty's vacant spot in the results and went even better, posting a third and fourth in class at two of the tests and high results at the rest. Caselli and Davis race each other all the time in the western desert racing circuit, and the TV crew from OLN was strutting around proudly proclaiming that they had Kurt on film from the day before the race started, sitting on the beach saying "I'm going to get



him (Davis). I'm going to be top American here!" With his good scores today, Caselli was moving closer to fulfilling his prediction.

As far as overall individual results go, Stefan Merriman is leading the way. He is incredibly fast in the special tests, amazing to watch. Motocrosser Stefan Everts is following just 16 seconds back, proving that he's a force to be reckoned with on the trail or the track. Caselli is chipping away at Ty Davis' top



Left: Stefan Merriman is one fast Kiwi. He won the 250 Two-Stroke class this year. Above: Two pretty girls who will sell you ice cream.

American position, only 29 seconds behind him. They are officially 19th and 24th overall. The next fastest American rider is Mike Lafferty, 39th overall and Mike Kiedrowski, 40th overall.

As of the end of day three, the U.S. Trophy team was sitting in tenth place, while the Junior Trophy team was in ninth. Finland still led the Trophy competition, in spite of a good day's showing by the Italian team, and France is leading the JT competition, two minutes ahead of the Finnish JT team. The GNCC Club team was still in third, while a Czech Club team led the way.

#### New Course on Day Four

The riders were treated to a new course on day four, to be used for days four and five. The highlight of this day was a short beach special test, about 50k south of the hotel in a little village called Morro Branco. The special test was flanked by grass-thatched huts right on the beach, refreshment stands, basically. There were rustic native sailboats pulled up onto the beach, and pretty girls playing in the surf. It was about as idyllic a scene as you could imagine, and with an ISDE special test going on it was like the circus was in town. We watched the test—the riders went through once only—and then retired to a hut for a drink and a lunch of grilled baby lobsters. You know, you just can't ask for anything better!

Merriman fell in the test when he came through. It was a quick fall, just a spill to the side and pick the bike up and go. He never stalled, didn't seem to lose any time, but where he usually finished first or second in a test, in this one he finished ninth. That's all it takes to wind up on the second page of the results. And yes, he was unmistakably furious after the test.

Merriman, who had spent the week winning tests appeared to be developing a crack in his armor. Frenchman Arnaud Demeester seemed to come out of nowhere and started winning tests outright, by six or seven seconds over Merriman. Demeester is a master of the Le Touquet beach race in France. Everts, for his part was still cranking away in the 400 class, and in the large scheme of things moved ahead of Merriman for the overall and picked up seven seconds on him. If things kept plodding along the way they were, Everts was on track to win the Six Days overall, in his first attempt at an enduro, ever. What an odd race this was turning out to be!

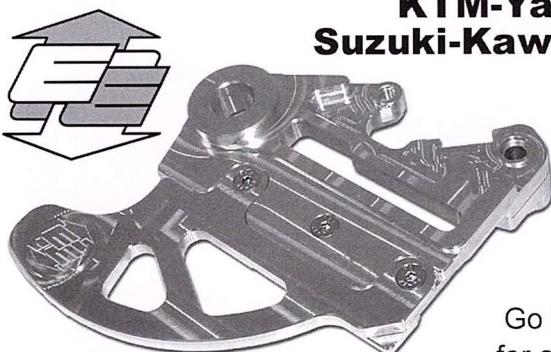
Fred Hoess' bike started running badly during the

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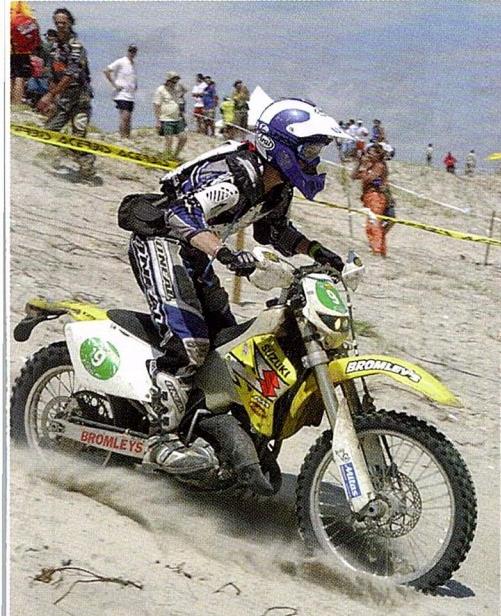
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Wally Palmer bottoms out off a small dune. Right: The second place Club team of Robbie Jenks, Randy Hawkins and Doug Blackwell, with team manager Mark Hyde holding the trophy.

day. He knew right away that the valves were tightening up, but there wasn't much he could do on the trail. In one transfer section the bike wouldn't start, and he needed the help of Aaron Kopp and Mike Sigety to push it and get it started. He made it to the end of the day, but lost trail points en route. At the finish he rode straight to the Husqvarna pits, rode the bike right into their container and shouted "Valves need adjustment!" He had the seat and tank off in 20 seconds, and eight minutes later they had the valves shimmed

back up to spec and the bike buttoned back together. "I thought to myself, 'There's no way this thing is going to start'" said Fred. "But I pushed the button and it just went 'Vroom!'" Fred lost seven minutes in trail points and had some very lousy test times while the bike was ailing, knocking him out of gold and into bronze medal status for the day.

Our Trophy team moved up to ninth place on day four, and the Junior Trophy team stayed in ninth as well. The GNCC club team was firmly in second, though a good number of minutes behind the Czechs



and not really able to get past them unless a disaster struck the opposing team. Three more American Club teams were in the top ten, the ECEA Stars team was seventh, the Skunkwrx.com team was eighth, and Team Washington, of Paul Neff, Aaron Wilson and Eric Bee, were in tenth.

#### The End of the Road

How do you describe what the mood is like during the week at Six Days? It starts out with everyone excited and gung-ho on the first day, to a surreal

funeral mood on day four, as riders creep around almost holding their breath for fear of something drastic going wrong. Day five comes along and with it comes a wave of relief tinged with dread. Relief because everyone knows that when day five is finished all the hard work is done. Dread because it's one more day in the saddle, and as long as you're still riding something can still go wrong. And it sucks to have a week's worth of work go down the drain with a broken bike.

That's exactly what happened to Fred Hoess. When he tried starting in the morning, his Husky just wouldn't fire. The engine had taken too much abuse the day before. He finally got it started with the help of a couple of Americans pushing. "I was like, 'What's the use?'" Fred said at the end of the day, "But they kept saying 'Go, go!' and I went. And of course I didn't even get it to the second check before it absolutely quit. And of course I was in the middle of nowhere." Fred went on to describe a scene of horrors finding a sweep rider to help him get back, then throwing the bike in the back of a local's pickup truck after which they seemed to drive all over creation before getting back to the parc fermé. "I was going for my twelfth gold medal," said Hoess, last year's top American rider and only gold medalist, "and now I won't even be getting a bronze. It's such a waste."

Merriman's rival Demeester had his share of bad luck as well. He started out the day on the same roll he was on in day four, winning the first test and finishing second to Merriman in the second test. Then in the third test he simply blew his Yamaha's engine to bits. Scratch another gold medal finish. Merriman still has a comfortable lead in the 250 class, but his ISDE overall lead has been trumped by Stefan Everts. In

(Continued on page 40)



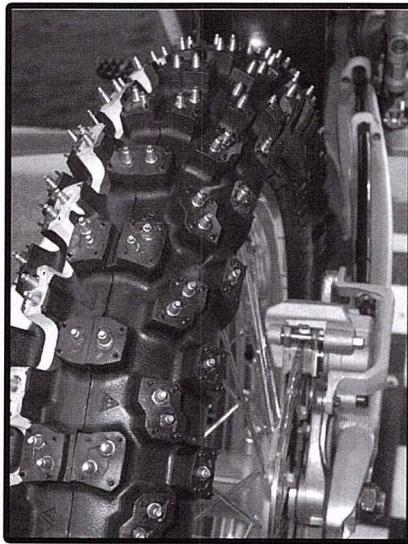
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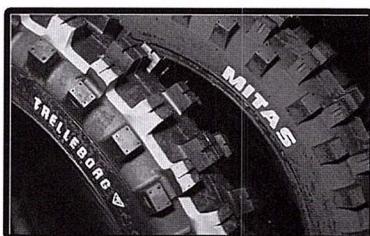
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# SAHARA SANDS

*Meteor brings a new venue to the ECEA table*

*West Creek, NJ 10/19*

Fans of the Meteor M.C.'s annual fall hare scrambles have become used to showing up in Manahawkin, New Jersey, late in the fall. There they'd find a lot of tight old trails and some epic orange-dirt pit riding. The trouble with the Manahawkin location was that it was owned by the wrong township, and getting permission to use the land—a former landfill and current stump-dump—was turning into a greater headache every year. The place was even the focus of environmentalists worried that we'd harm the dump by riding there. One of the popular long-term goals with the site is a proposed golf course. The tree huggers will like that—it's green, right? Few of them really know what a horrible environmental hazard a golf course it, compared to a couple hundred dirt bikers looking for a place to ride.

Don't get me started on that subject. Anyhow, Meteor came into contact with the Sahara Sand plant, just a couple miles down Route 9 from the old location. One thing led to another, and the club wound up laying out a six mile course with over two miles of grass track laid out around a huge stand of phragmites reed growing in the middle of the property. Meteor staged Youth and Quad classes on Saturday, and A, B, and C motorcycle classes on Sunday. The course was fast—the grass track section was wide and wide open, and could be rolled under your wheels just as quickly as you could hold on!

We went down for the Youth races on Saturday morning. Gotta admit it's a terrible hassle to go to a race location on Saturday morning for just an hour of mini racing when you have to come back on Sunday anyhow.

Well, being there on Saturday gave us the chance to see Ryan McGaha race his last 12-15 100cc race ever; guess he's over the hill. He won the overall with his

*Clockwise from right: Barry Carsten flew over the Meteor hare scrambles and took the overall win. Defending champ Aaron Kopp took second overall and second AA. Joel Dengler had the lead, but wrecked his engine midway through.*





*Jerod Stoner didn't win his class at Meteor, but he wrapped up the overall Youth championship for 2003.*

usual flamboyant style, and if he sticks with it through adolescence Ryan's going to be a heck of a lot of fun to watch in the A-B races in coming years. Chasing him into the finish was Jerod Stoner, who was happy enough with his own result since he pretty much sewed up the Youth overall championship for the year. In the 10-11 65cc class it was Matthew Gifft taking the

win, while Dale Wakefield Jr. took the 10-11 85cc top spot. The 10-15 150cc Four-Stroke class belonged to Jason Sipe, and Timothy Rizzon topped the 12-15 85cc class.

The ECEA Youth series has an Entry Level class that covers riders from four to ten years old on a variety of machines, and Ethan Walter won it on his Suzuki. The 4-8 51cc fell to Tanner Thomas, and the 4-8 Oil Injected class went to Hunter Lucas. Finally, the 7-9 65cc class was taken by Kamal Jorge. Since there was nothing happening after this but quad races, and since we hate quads (Meteor, who used to hate quads now loves quads) we went home to paint the house.

Sunday was another trip down, plus another five bucks to park. There was also a donation to the Eagleswood Volunteer Fire Company to pony up, which is okay. The fire company wound up getting about \$6500 in donations that day, all to a good cause. Trouble was, once we'd paid to get in the spectators were herded onto a hill by the start and pretty much told that was as far as they could go. A small group of us tried to walk down closer to the course and got chased back. We were told this was by

request of the landowner, but since no spectators were killed outright during the event we'd humbly request that the spectators be allowed to prove that they're responsible for their own safety and be allowed to do what they want in the future.

We persevered, and snuck off around the other side of the course, but still everywhere we went we were



*Kamal Jorge keeps it pinned in the Saturday morning race, winning the 7-9 65cc class.*

stopped by club members and told we weren't allowed there. So if all the photos look like they were taken in the same turn, that's why.

The exciting part of the day was watching Joel Dengler rip around the track at warp speeds on his Honda CRF450. He was flying on that thing, running away from everyone, when he apparently kicked up a

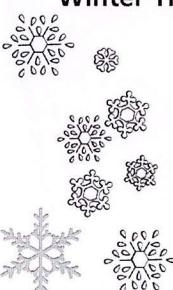
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stone just right in the chain. It looked like the stone tried to wrap around the countershaft sprocket, and doing so it ripped some teeth off of it. At the same time, when it tried to pass between the sprocket and the shift shaft something had to give and the shaft actually moved out and broke the engine cases. So Joel still had it pinned, while the bike blew oil out all over his boot. Finally, the chain flew off and got jammed up, and Joel wound up pushing it back to the pits empty handed.

That left Barry Carsten, who had been chasing after

Joel in second, a wide-open shot at the win and the \$1000 purse money, which he accepted happily. Coming in close behind him was a flying Aaron Kopp, with Bill King taking third overall. Mike Bradway, Bill Atkinson, and Dale Sweigart filled out the top spots after that.

Earlier in the morning, they had a separate C class and Women's race, and the top finisher in that battle was Jonathan Price, riding a Yamaha in the C Four Stroke class. Right behind him was Al McGaha, Ryan's dad, riding in the C Senior class.

The Volunteer Fire Company did a great job with concessions there, and with the possible exception of the spectating hassles it was a great place for a race. Certainly there was nothing but raves for the course from all the racers on hand. With all the tight tree riding we usually have to do in this series everybody appreciates the occasional fast, wide-open hare scrambles. We only wish they weren't so occasional! That being said, we're all looking forward to Meteor's next race at Sahara Sand! ↑

<b>Overall Champion</b>	2. Louis Green	KTM	<b>B Four-Stroke</b>	<b>C 201-open</b>	4. Colleen OBrien	Hon	3. Alex Shaw	Suz	
Barry Carsten	Suz	3. Daniel Compton	KTM	1. Jamie Huska	KTM	1. Richard Brown	Yam	4. Christopher Rizzon	Suz
<b>AA</b>		4. Alan Jessat	Hon	2. Brian Schoeneberg	KTM	2. M. Schoeneberg	Suz	5. James III Shea	Suz
1. Aaron Kopp	KTM	5. Wayne Fontanazza	Yam	3. Thomas Cacacie	KTM	3. Mike Folweiler	Kaw	<b>Entry Level</b>	
2. William King	KTM	<b>A Super Senior</b>		4. James Sanchez	Suz	4. Joseph LaManna		1. Ethan Walter	Suz
3. Michael Bradway	Hon	1. Scott Wolfsberger	Hus	5. Raymond Martin		5. Michael Wilbert	KTM	2. Luke LeMire	
4. Bill Atkinson	KTM	2. William Roth		<b>B Senior</b>		<b>C Four-Stroke</b>		3. Charles Hall	
5. Dale Sweigart	Yam	3. John Lafferty	KTM	1. Gregory Lemonides	KTM	1. Jonathan Price	Yam	4. Bryan Font	
<b>A 0-200</b>		4. Jim Jenkins	Hon	2. Charles Main	Yam	2. Jason Little	Yam	5. Jonathan Duerr	Suz
1. Wallace Palmer	Suz	5. Burnett Wilson	Yam	3. Timothy Mauro	Suz	3. Norm Harris	KTM	<b>Youth 4-8 51cc</b>	
2. Jeremi Truex	Suz	<b>A Vet</b>		4. William King	Hus	4. Daniel Prignano	Yam	1. Dale Wakefield	Yam
3. Ryan McGaha	Suz	1. Michael Colavita		5. Peter Lombardo	KTM	5. Edward Kondracki		2. Nick Keefe	Yam
4. Charles Ciauralli	KTM	2. Jerry Borcherdt	Hon	<b>B Vet</b>		<b>C Senior</b>		3. D Saverson	
5. George Romeo	KTM	3. Michael Sigety	KTM	1. Clifford Jones	Yam	1. Al McGaha	KTM	4. Dylan Hill	Kaw
<b>A 201-open</b>		4. James Aiello	KTM	2. Lee Rosenberg	Yam	2. Patrick Prignano	Hon	5. Jarrette Ford	Suz
1. Shawn Jackson	Suz	5. Robert King	Hon	3. David Mills	KTM	3. Jack Tellino		<b>Youth 10-11 85cc</b>	
2. T Cacacie	KTM	<b>B 0-200</b>		4. Alfred Huelsenbeck	Hon	4. Michael Loglisci	Yam	1. Jason Sipe	Yam
3. Michael Collins	Yam	1. Daniel Palmer	Suz	5. Robert Herrington	KTM	5. Alan Lipps	KTM	2. Bryan Palanchi	Yam
4. John Smith		2. Joseph Boehler	Suz	<b>Masters</b>		<b>C Vet</b>		3. Dustin Hill	Yam
5. Thomas Ulikowski	Hon	3. Michael Soudas	TM	1. Richard Trader	KTM	1. Craig Wondoloski		4. Jacobus Ferreira	Yam
<b>A Four-Stroke</b>		4. J Lingle	Yam	2. Joseph Galie	KTM	2. Robert Holt	Yam	5. Max Nauta	Hon
1. Pat Emmons	KTM	5. Tim Serinese	KTM	3. Tim Stibitz	Gas	3. Edward Fedorczyk	Hon	<b>Youth 12-15 100cc</b>	
2. Philip Kropf	Hon	<b>B 201-open</b>		4. Alfred Huelsenbeck	Hon	4. Andrew Lake	Yam	1. Ryan McGaha	Suz
3. Drew Smith	Yam	1. Fred Baxter	Yam	5. Allen Wagner	Hon	5. Merle Compton	KTM	2. Jerod Stoner	Suz
4. Robert Trout	KTM	2. Joe Sumpter	Yam	<b>Women</b>		2. Patricia Blair	KTM	<b>Youth 7-9 65cc</b>	
5. Gary Noble	Hon	3. Alan Hanlon	KTM	3. Dane Schoeneberg	Suz	3. Tori Devlin		1. Leonard Rehatcheck	Kaw
<b>A Senior</b>		4. Jason Langenbach	Yam	4. Dominic Nudy	Yam	<b>Youth 12-15 85cc</b>		4. Michael Soudas	Suz
1. Donny Lingle	KTM	5. James Bartholomew	Yam	5. Jason Marcasciano	Hon	1. Efren III Jorge	Kaw	5. Scott Simonsen	Suz

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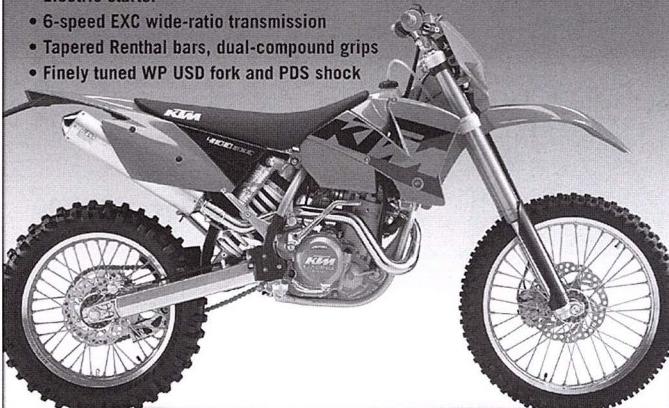
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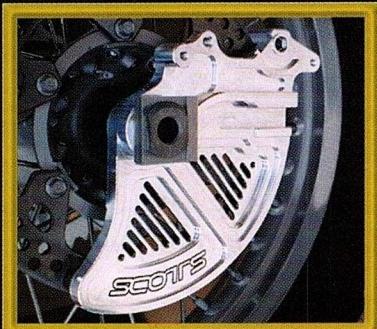
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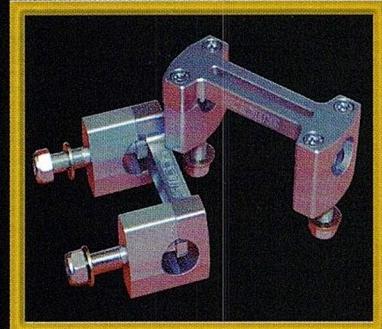
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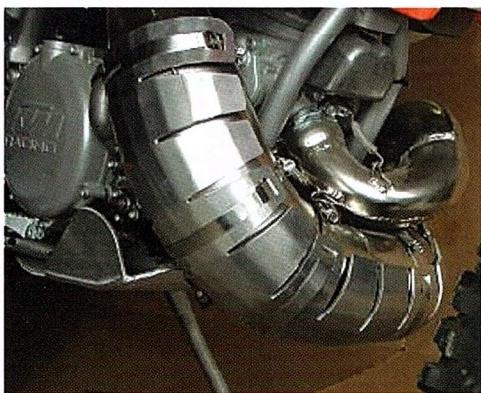
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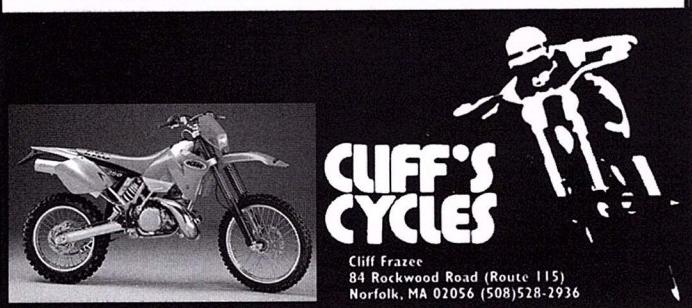
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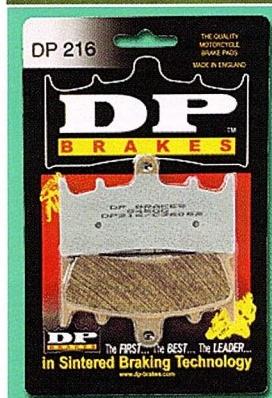
There is a big change between this year and last year's M1 pants. As seen in the photo above, the pants in the middle are this year's model, much different from last year's model. Lots of good changes; for one the knees are much roomier to accommodate knee braces and knee guards. The hip area has more room to eliminate the dirt down the back syndrome and the leg openings are, well, open. They do not have the stretch closure of the past, so the new pants float and don't bind. Priced at \$99.95, these pants are comfortable and affordable. Contact your local Moose dealer or visit [www.mooseracing.com](http://www.mooseracing.com).



### DP Brake Pads

"Sintered" is a term that is becoming common lingo in the brake pad arena, but it was Greek to me, the common rider. So I asked DP to give us an overview of that term and how brake pads are made. Here was the response from DP's technical director, Frank Edwards.

"Sintered" is a term commonly used when metallic powders are formed by heat and pressure. That's the simple explanation to a quite complex metallurgical reaction. In the case of DP pads, we mix several powders together. Each has a purpose; i.e. to provide friction (stopping power), to reduce noise, to reduce rotor wear, to provide the mass to absorb heat generated during braking, etc. These powders have the feel of flour but are then compressed into the shape of the friction material under high pressure. We use up to 250 tons to get the powder to stick together into a form that can be handled. The material has the feel of a biscuit, or to use your term, a cookie. We then put this biscuit onto a metal back plate that has been copper plated and using a very high tech vacuum furnace we apply heat (over 1800



degree F) and pressure to let the individual powders flow together and also to bond the powder to the back plate. This provides a strong bond, and a uniform friction material. There are several ways to sinter, but we use a method as per that used for the aircraft industry. It is not the cheapest but it is the best. We grind the pad to exact size after sintering and then apply a ceramic coating that acts as a heat barrier, slowing the flow of heat into the caliper and fluid."

We found that DP brakes are indeed an excellent brake pad. They held up very well in even the nastiest conditions both muddy and dusty. We also noted they did not have that awful squeal like some other type of pads that gives you away as you sneak up on your competition.

DP offers a wide range of brake pads for all bike models, types of riding and riding conditions. You can find DP Brakes at your local dealer. They are distributed in North America by Parts Unlimited. Check out their web site at [www.dp-brakes.com](http://www.dp-brakes.com). ↑

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Trail Rider

## Cockaponset Enduro Round 7, Deep River, CT 10/19

The 2003 Cockaponset enduro started at the rock quarry in Deep River, Connecticut, just a few miles off the coast. Anybody who's ever ridden the Cock, as it's known to some, knows that this event is a nice ride. It's especially known for the fast open woods roads and the tight challenging sections, separated by paved roads that have Deep River's finest directing and halting traffic for us riders. I even came across a couple of locals who said they only ride this enduro, not only because it's close but because it's truly a fun trail ride...except for today!

About an hour into the event a passing shower turned into four hours of pouring, bone-cold drenching rain, and when you got on the road it felt like there was even some hail mixed in! The finest in all-weather enduro gear was the hot ticket for today and anybody who didn't have some protection really suffered. Some riders changed into dry gloves three or four times; way to go. The deluge created some real sloppy, slippery goop for most of the day. It made hanging onto the bars really tight a must, with a little extra



Left: Pat Timothy rode smart all year, and wound up wrapping up the NETRA championship at the Cockaponset. Above: Neil Dennett suffered an off-year for defending his number one plate, and had low-in-the-class results at both of these runs.



Hans Neff couldn't muster anything better than third AA at the Cockaponset, but he did pull the win at the New Hampshire ride.

<b>Cockaponset Enduro</b>	2. Marty Griff	27	2. Dale Wager	55	2. Steve Puget	ck.14	
<b>Class results</b>	3. Robert Bogle	33	3. Wes Lohr	68	3. Henry Kerwein	ck.14	
<b>Overall Champion</b>	<b>A Heavy</b>		<b>B Four Stroke</b>		<b>C Light</b>		
Pat Timothy	16	1. Mike Zahansky	23	1. Jason Ledellaytner	33	1. Wm. Steele	ck.14
<b>High Point A</b>	22	2. Jeff Pritchard	24	2. Steve Dombeck	45	2. Sven Emilsson	ck.10
Carl Andrews		3. Duncan Broatch	32	3. Lee Wise	46	3. Ken Marti	ck.9
<b>High Point B</b>		<b>A Four Stroke</b>		<b>B Veteran</b>		<b>C Heavy</b>	
Alden Clark	26	1. Jim Green	30	1. Kabral Tasha	38	1. Chris Ballerini	ck.14
<b>High Point C</b>		2. Alan Rustici	39	2. Mike Ledoux	47	2. Steve Wikenson	ck.14
Mark Placek	53	3. John Morrison	42	3. Normand Roy	51	3. Joe Cronin	ck.10
<b>AA</b>	<b>A Senior</b>		<b>B Senior</b>		<b>C Four Stroke</b>		
1. Dave Gunn	20	1. Dave Kelley	26	1. John Przybylski	40	1. Joseph Congdon	ck.14
2. Anthony Geraci	21	2. Jeff Kirchner	28	2. Ken Bessette	45	2. Tony Baldwin	ck.14
3. Hans Neff	21	3. Sam Fischer	30	3. Walter Popiak	50	3. Fred Archibald	ck.14
<b>A Light</b>		<b>B Bantam</b>		<b>Super Senior</b>		<b>C Veteran</b>	
1. Raffi Peterson	23	1. Scott Packenham	53	1. Allan Zitta	66	1. Ed Mierzejewski	87
2. Bob White	23	2. Dean Huff	ck.14	2. Bill Johnson	77	2. Dave Copeland	ck.14
3. Art Korn	25	3. Justin Hunter	ck.14	3. Mike Suriani	ck.14	3. James Maine	ck.14
<b>A Bantam</b>		<b>B Light</b>		<b>Masters</b>		<b>C Senior</b>	
1. Paul Smith	24	1. Ben Kimball	51	1. Tom Farley	ck.13	1. Ric Rovero	74
2. Shawn Mason	27	2. Dave Wernersbach	57	1. Ann Marie Gustavson	ck.4	2. Ben Rush	ck.14
3. Robbe Perrin	31	3. John DiSimone	77	1. Robert Sadowski	61	3. Matt Kantola	ck.14
<b>A Veteran</b>		<b>B Heavy</b>		<b>C Bantam</b>			
1. Austin Jalbert	25	1. Frank Wilcox	50				

arm pump measured in.

Trail boss Chris Ciocchini and his fellow Salmon River County Riders hosted about 170 riders for the day. No shortened course for the C riders, for a total 65 ground miles for everybody. A lot of the trails run through the Cockaponset State Forest, where permission to ride here occurs only once a year. So the club cleans up real well afterwards and keeps good relations with local and state bureaucracy.

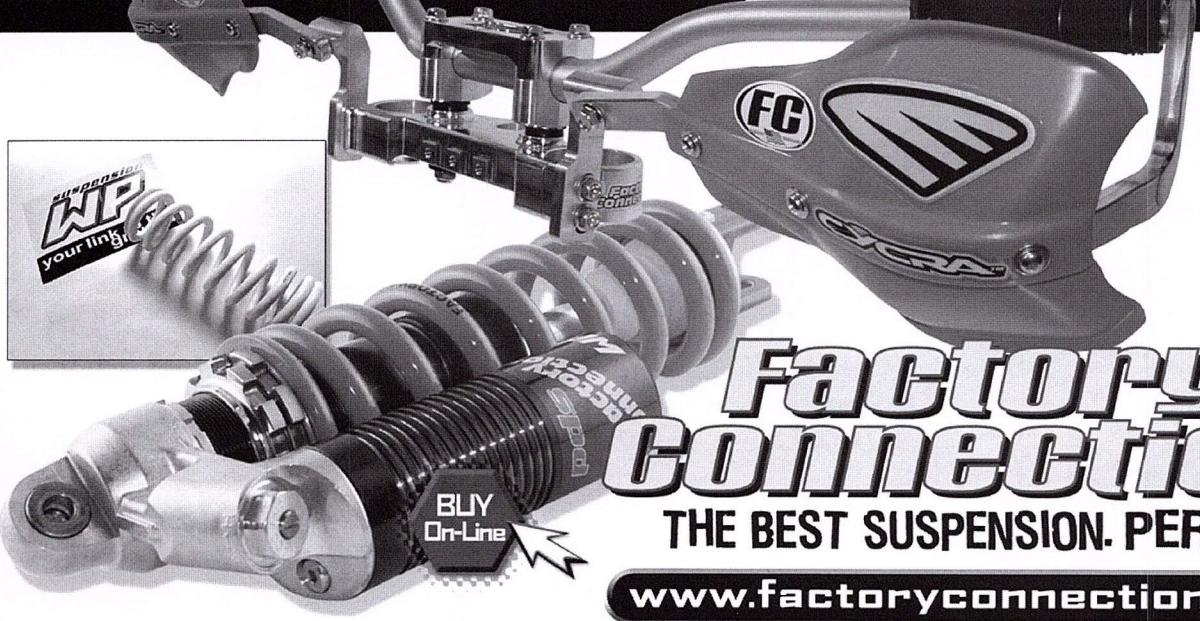
Pat Timothy won the overall with a low score of 16. Coming into the event with 134 championship points and Hans Neff trailing with 102, Pat couldn't rest, getting down to three enduros left in the season. This being local territory for the Razee/MSR/Factory Connection/Spectro-sponsored rider, he felt comfort-

able with some of the terrain. "My plan for today was to ride real consistent, no burns and not gamble on any checks," Pat said. With his work race behind him at the Rhody, and Rocky Mountain and Black & Blue on deck, it looks like the three-time NETRA hare scrambles champion is going to win the 2003 enduro championship. Congratulations, Pat!

Second place went to Anthony Geraci who beat out Hans Neff in the emergency checks by 29 seconds. Carl Andrews was the High Point A, dropping 22, and Junior rider Alden Clark—who just got his drivers licence—smoked the B class with 26. "A" riders beware next year.

C Senior rider Mark Placek took the C High Point only losing 13 on "The Hill" with a total of 53. "The

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Hill" was the final obstacle, and usually tough on a good day. It made the difference on a lot of scores. Two guys left Deep River with cracked ribs but all in all, according to Cris Ciochini, it was a good day. Hats off to the scoring crew who had to do all the scores in two vans side by side, passing score cards back and forth. A better system for sure next year.

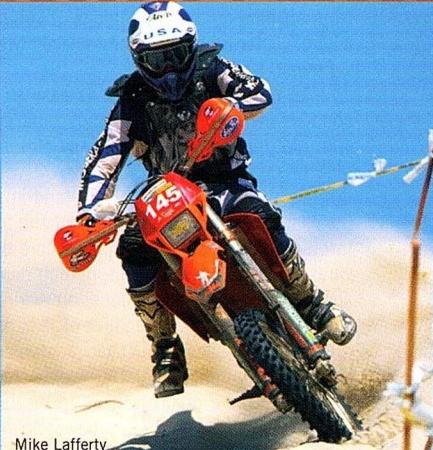
Did I say you could see and purchase photos of this event at Trailriderphotos.com?

Happy Trails, Mike.

(Editor's note: As of press time, we hadn't received any coverage for the Rocky Mountain enduro, round 8. We have no story on the Rocky Mountain, but we do know that Hans Neff displayed his winning ways there once again, and that the Rocky course drew great raves from all who rode it. Hopefully we'll do a better job of coverage next year! In the mean time, here's the Rocky results for your enjoyment.) ↑

<b>Rocky Mtn Enduro</b>	3. Donovan, John	KTM DNF
<b>Overall Champion</b>	<b>B Four Stroke</b>	
Neff, Hans	KTM 16	1. Dombek, Steven Hon 57
<b>Hi-Point A</b>	2. Ledellaytner, J. Suz 57	
Jalbert, Austin	Hon 25	3. Smith, Greg Yam 66
<b>Hi-Point B</b>	4. Lynch, David Yam 69	
Kontola, Joel	Suz 56	5. Walters, Mike Hon 80
<b>Hi-Point C</b>	<b>B Vet</b>	
Perrotto, Steven	Hon 57@9	1. Nickerson, John Hon 66
<b>AA</b>	2. Roy, Normand KTM 79	
1. Neff, Hans	KTM 16	3. LeDoux, Mike Hon 73@10
2. Hamilton, Brooks	KTM 22	4. Clough, Paul Hon 86@10
3. Timothy, Patrick	KTM 25	5. Grenier, Scott KTM 45@6
4. Gunn, Dave	Hon 30	<b>B Senior</b>
5. Price, Jim	KTM 30	1. Howard, Linus KTM 74
<b>A Bantam</b>	2. Spargo, Randall 80	
1. Smith, Paul	KTM 41	3. Lycett, Rob KTM 86
2. Beauregard, Mark	KTM 95	4. Bessette, Ken KTM 77@9
3. Howley, Kevin	KTM 39@8	5. Anania, Peter Yam 58@6
4. Harris, David	KTM 20@6	<b>C Bantam</b>
5. Fabiano, Anthony	KTM 69@5	1. Puget, Steven KTM 51@7
<b>A Light</b>	2. Cooper, Harley KTM DNF	
1. White, Bob	Yam 33	<b>C Light</b>
2. Andrews, Carl	KTM 34	1. Emilsson, Sven KTM 74@9
3. Peterson, Raffi	Yam 36	2. Robbins, Matt Kaw 37@4
4. Korn, Art	Hon 36	3. Willmott, Milo Hon 41@4
5. Souza, Chris	Yam 56	4. Robbins, Brett KTM 45@4
<b>A Heavy</b>	5. Jones, Andrew KTM 11@2	
1. Pritchard, Jeff	KTM 30	<b>C Heavy</b>
2. Zahansky, Mike	Hon 37	1. McLaughlin, R. Kaw 41@4
3. Simone, Doug	Gas 44	2. Leipert, Mark KTM 71@4
4. Poiriot, Todd	KTM 46	<b>C Four Stroke</b>
<b>A Four Stroke</b>	1. Baldwin, Tony KTM 67@9	
1. Morrison, John	Hon 39	2. McCauley, Dan Suz 57@7
2. Murphy, Tim	Hus 42	3. Betty, Todd KTM 55@6
3. Green Jim	Yam 49	<b>C Vet</b>
<b>A Vet</b>	1. Clark, John KTM 66@9	
1. Griff, Martin	Yam 39	2. Thompson, Ryan Yam 29@5
2. Gallup, David	KTM 45	3. Maine, James Yam 31@4
3. Ross, Alan	Hon 49	4. Harris, Rees Yam 14@4
4. Howard, Curt	KTM 50	<b>C Senior</b>
5. Bogle, Robert	Yam 56	1. Rush, Ben KTM 64@9
<b>A Senior</b>	2. Rossi, Peter KTM 45@7	
1. Kirchner, Jeff	Kaw 31	3. Hendrick, John Hon 66@7
2. Wurllitzer, Geoff	Hon 41	4. Beranger, Scott Hon 54@5
3. Kelley, David	Hon 44	5. Korn, Kathy Kaw 24@4
4. Corbeil, Kevin	Hon 52	<b>Super Senior</b>
5. Adams, Mark	KTM 70	1. Johnson, Bill Hon 88
<b>B Bantam</b>	2. Kamay, Bob Hus 35@6	
1. Pakenham, Scott	KTM 37@6	3. Zitta, Allan KTM 38@5
2. Hunter, Justin	Yam 69@6	4. Hollander, Jim KTM 32@4
3. Grundmann, D.	Kaw 54@5	5. Leonard, Kevin Hon 39@4
4. McDougal, Jeff	KTM 31@4	<b>OffRd-B</b>
<b>B Light</b>	1. Clark, Patrick KTM 67@9	
1. Kimball, Ben	Yam 66	2. Matulonis, Tracy Hon 55@7
2. Wernersbach, D.	KTM 76	<b>OffRd-C</b>
3. Robinson, Scott	Hon 76	1. Matulonis, Sean Hon 54@7
4. Willis, Kevin	Gas 80	2. Litwin, Michael Gas 34@4
5. Beverly, Dana	KTM 89	3. Whyman, John KTM 48@4
<b>B Heavy</b>	4. Rines, Sandy Yam 49@4	
1. Firth, James	KTM 62@9	5. Bradbury, Mike Yam 63@4
2. Lohr, Wes	KTM 65@9	

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Mike Lafferty

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Bryan Penney, KTM 250 EXC 2-stroke  
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Eric Bailey, KTM 250 EXC 2-stroke  
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# WARM HANDS

***Nothing makes winter riding more painful than frozen hands. Here's how to prevent it.***

We all know the feeling. Maybe it happens at the last ride of the year, or the first one on a cold day in the spring. Or maybe it's a plague to a person who tries to ride all winter long. Whenever it occurs, there's no mistaking the arm-numbing pain of freezing cold hands trying to hold onto a bike and work the controls. To me, the worst is trying to pull in a clutch, with hands so cold my wrists feel like they're ready to break off. It is the most painful riding experience short of an outright injury, but fortunately there is an easy and very effective cure.

How? Wire up your handgrips and heat them up. Yeah, you can try using thicker and thicker gloves, glove liners, chemical heat pads or lighter fuel-fired hand warmers, but most aren't going to work on a bike and some can be seriously dangerous. If your bike has a lighting coil for working a headlight, you can tap enough power off of it to keep your hands—and by association the rest of your upper body—toasty warm all winter. (If you don't have a lighting coil ignition, E-Line will sell you one, at 508-295-0812, or many other lighting coil options may exist, depending on your bike.)

There are two most popular ways to heat your hands. One is with a thing called a heat tape, made by Kimpex and distributed most commonly by Enduro Engineering. Heat tapes basically just wrap around your handlebars like a self-stick tape, and then you install whatever grips you want over them. The second solution is with Hot Grips, an age-old standby that is a complete heated grip assembly. Hot Grips are literally glued onto the handlebars and are much tougher in the long haul.

There are other products sold for keeping hand grips warm, and you can find them in big snowmobile shops, but most of them are impractical for motorcycles and somewhat inefficient.

One product we've seen consists of a heated copper barrel, made to fit inside the handlebars. It looks tough, but consider that in order to get your hand warm it has to heat the entire handlebar tube as well as the grip, and it won't work with a handgrip throttle since it would be insulated from the handlebar. Still, we may try hooking a set of these up to our footpegs some time, not so much



*Hot Grips (above) come in a kit ready to replace your cold grips completely. Installation takes a little planning and work, but in the end you have a system that works well and lasts a number of seasons.*



*Heat tape grip heaters (right) are simple to install under your favorite grips, but by our experience they're not that durable. On the other hand, they only cost \$27.*



*Installed and ready, with a button under your left thumb to regulate heat. Heated grips are the best, since you don't have to try to survive with ski gloves or other bulky, uncomfortable gloves; just use your favorites. In truly cold weather, or in rain or snow, using wrap-around hand covers will hold in the heat and keep your gloves from getting wet.*

to keep the feet warm as to keep the ice from building up on the footpegs. If you do a lot of winter riding, you know exactly what we mean.

Installing heat tapes is just as easy as it sounds. Get a new pair of grips, and cut your old grips off. Clean away any old grip glue or crud, and carve the ribs off your throttle tube, if it has them. Peel and stick the heat tapes on the handlebar end and the throttle tube, taking care to plan where the wires run to keep them from getting damaged. Follow the instructions on wiring, where you'll realize one negative of all hand-grip heaters: unless you have a monster lighting coil output (like a 130-watt system or more), you're going to have to disconnect the headlight to supply power to the grips. If your hands are cold, it's an easy

trade-off in our book. What you can do is install a switch to select between the grips or the headlight. Then if you have to get home in the dark you can endure a certain amount of discomfort just to get home. At the worst, you could stop every now and then and flick the switch, letting the power heat up the grips again and then switching back to the lights to ride.

Hot Grips are a little more complicated to install, but the trade off is that they're a lot more durable. We like to dedicate a set of handlebars to heated grips, and then remove the entire handlebar assembly in the spring and hang it up on the wall until next year. With Hot Grips, and a little bit of care, you can

easily get multiple winter seasons of use out of one set of grips. We've found that the wire connections on heat tapes are fragile, and try as we might we can't get them to last much more than one good season before we suffer a wire failure. But, heat tapes cost less than Hot Grips, so there's your trade off. It's



The most labor intensive part of installing Hot Grips is sanding down the throttle tube to ensure a slip-fit with the grip. This is an accessory aluminum tube.

your wallet, but it's also your hands.

Hot Grips come with a simple hi-lo switch, a resistor for reducing heat on the "lo" setting, wiring and instructions to put it all together. For another \$20 you can get a very nifty low-profile handlebar-mounted hi-lo switch, which is really worth it for convenient control of the heat. They can also sell you the epoxy you're going to need for another \$3.

Installation involves removing the old grips and cleaning off old gunk, then sanding the handlebar end and throttle tube to prepare it to accept the epoxy. Hot Grips suggests you dry-fit everything and plan carefully for the wire locations, which is a great idea. Then when you're ready, mix the epoxy and glue the grips in place. Slow-cure epoxy is required, so get everything in position then let it sit all night without disturbing it. Make sure to clean any excess epoxy off the bars and especially both ends of the throttle tube. We ordered our set of Hot Grips with the ends cut out for



Once the Hot Grips are fitting the bars properly, they have to be epoxied on. There is a cool method of removable left grip mounting on their web site.

handguards, something they'll do no charge and we recommend it, lest you slip with the hole saw and ruin an expensive grip.

Once the glue is dry you can wire everything up to your electrical source and try it out. Impatience and a lack of environmental appreciation is going to make it feel just ho-hum when you try the grips out in your garage, but wait until you flick them on during a cold morning ride. You'll feel those grips warm up, and with them your hands and lower arms, and wonder how you ever lived without them. Don't believe us? You'll become a believer once you've tried it.

Heat tape grip heaters cost \$26.95 a set, with a switch and resistor, from [www.enduroeng.com](http://www.enduroeng.com), or Enduro Engineering at 517-393-2421. Hot Grips go for \$110 a set, including a switch and resistor, from [www.hotgrips.com](http://www.hotgrips.com) or call 603-448-0303. Hot Grips' little handlebar switch is highly recommended, and like we said earlier that'll set you back another \$20. Get 'em on and get warm this winter! ↑



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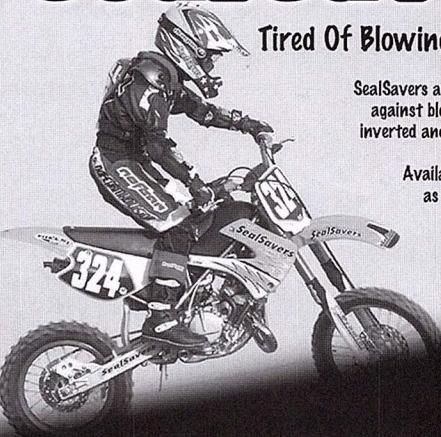


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# YIN AND YANG

*The opposite ends of the ECEA spectrum—sand and rocks!*

## Beehive Enduro

Round 12, Mauricetown, NJ 8/24

After surviving the pounding of some midsummer rock runs, the starting line for the Beehive enduro in Mauricetown, NJ, was a welcome sight to many ECEA riders. For the most part, these were the sand faring guys. But even many of the rock dwellers seemed happy to get a taste of some softer-lined trail again. With the nasty mud and rocks of Speedsville or other events freshly embedded in their memories, who wouldn't want a day of some nice fluid riding in the south Jersey pines?

One such rider was none other than current National Enduro Champion, Mike Lafferty, always happy to be competing in his own backyard. And Lafferty didn't waste this opportunity to impress his hometown area with his riding skills. He took overall honors by a fairly large margin over second place finisher, Fred Hoess.

Lafferty dropped only seven points this day, in contrast to the ten lost by Hoess, with Hoess edging out Lafferty brothers, Rich and Jack, Jr., and Frank

Vanaman, by emergency points. Vanaman, riding under A Senior, is having a fabulous year, and has a chance to qualify for AA status next year if he holds onto his points position.

Competition Dirt Riders didn't really throw too many surprises at riders this year, with a nice mix of flowing trail, tight stuff, and racy firecuts, and some timekeeping-conscious sections in between. Most competitors had good things to say about the course as they convened in the Mauricetown firehouse after the ride, trying to decide whether to try the excellent spaghetti and clam sauce or the delicious oyster sandwiches.

However, not all contestants wore smiles after the enduro; namely 2002 ECEA Champion Aaron Kopp, who was told he had been DQ'd, reportedly for not having ridden on a reserved early number, as he opted to post-enter and ride on a late minute.

The reasoning behind the host club was two-

fold. For one thing, they felt that AA riders on late minutes was not a good idea in that those numbers should be kept for primarily C riders, and that the aggressive nature of top level riding in the midst of riders of lesser skill was not a good safety mix. Secondly, some members of the hosting club expressed that Beehive is one event where later minute riders can have an unfair advantage. This premise was viewed by many observers as having little merit, with the attitude "Who are you kidding?"

On the other side of the coin, Kopp argued that it was ludicrous to DQ him, since the hosting club itself had issued him the late minute when he post-entered. In other words, he was only riding the number he was given, and what else should he ride?

*Left: Fred Hoess missed the flip at Beehive, but went on to win the overall at Michaux. Below: Mike Lafferty took the weekend off and rode Beehive for the overall win. Right: Mark Schleeweis concentrates out of a check, heading for the win in the A Four Stroke class at the Beehive.*



# ING

Following the event, Kopp protested to the ECEA and the ECEA agreed the club was wrong, allowing him to keep his points earned there.

In other Beehive results, John Schnieder rode his Honda to a top spot in A125 with a blazing score of 13. A200 saw Doug Allen II (14) capture the win over fellow KTMer Dan Stoppo (15), while A250 bestowed its top honors on Bob Solomon with a 12 card. James Earhey (17) took the win in A Open by clipping Pat Emmons (18), with Jack Lafferty, Sr. (19) victorious over Scott Wolfersberger (21) in the A Super Senior class.

Jim Aiello grabbed the A Vet prize with a 15, and Mark Schleeweis earned the A Four-Stroke win with a 16.

Ed Fifth continued his competitive ways in B125, riding his Kaw to a score of 19. Other B class winners were: Tim Serinese- 20 (B200), Sergio Bassani- 21

(B250), Glenn Keesey- 21 (B Open), Tom Seaman- 19 (B Vet), Tim Mauro- 20 (B Senior), Larry McIntyre- 36 (B Super Senior), and Troy McNamee- 18 (B Four-Stroke).

Chris May and Lee Rosenberg were flying in C250 and C Vet, respectively, posting 22 point totals each in taking the wins. Jonathan Price was not much slower in winning C Four-Stroke with a 23, while Bill Davis was only a tad off the pace in capturing C200 with a 25. Tony Carabeliese won C Open with a 31.

Beehive has traditionally been a well-liked, fun run that attracts dual-sporters as well as hard core enduro riders. In step with this, Dan Russell took home the first place trophy in the Dual Sport class with a 44. Meanwhile, Merle Compton had the best Women's score with a 38, and George Clickner rode his Kaw to first place in the Masters class over frequent winner Charles Stapleford, by posting a 25 card.

Despite some of the controversy that loomed over Beehive this year, all in all it was another successful ECEA event. Competition Dirt Riders, like many clubs, has had to adjust to land issues in laying out their course, and most agreed that they did another fine job in light of those considerations. And who can beat the nice assortment of food the firehouse provides afterwards?

### **Michaux Enduro Round 13, Shippensburg, PA 9/7**

The Michaux enduro, which convenes riders at the "Big Flat" on the outskirts of Shippensburg, PA, has one defining characteristic: rocks. There are rocks at



All that training is paying off for Frank Vanaman, who scored High Point A at the Beehive. Below: Another High Point at Michaux, and points for style, Jim Aiello and his orange and green KTM.



<b>Beehive Enduro</b>	3. Mike Beeler	KTM 17	2. Mike Ufferfieldge	KTM 25	2. Brian Evans	KTM 36	
<b>Grand Champion</b>	4. Dave Nash	Kaw 18	3. Mike Kicinski	KTM 25	3. Mike Gelardi	KTM 51	
Mike Lafferty	KTM 7	5. Dan Polak	Hon 18	4. Dale Marks	Yam 27	4. Jeffrey Edmonds	Suz 52
<b>High Point A</b>	<b>A Senior</b>			5. Larry Newcomb	KTM 28	5. John McCarty	98
Frank Vanaman	KTM 10	1. Clifford Tenney	Hon 15	<b>B Vet</b>		<b>C Vet</b>	
<b>High Point B</b>	2. Chuck Sullivan	KTM 16	1. Tom Seaman	KTM 19	1. Lee Rosenberg	Yam 22	
Troy McNamee	Yam 18	3. Carl Rehatchek	Hon 17	2. Matt Eggleston	KTM 20	2. Cliff Jones	Yam 23
<b>AA</b>	4. James Reber Sr	KTM 18	3. Bill Horseman	KTM 21	3. James Walker	Kaw 26	
1. Fred Hoess 10	<b>A Super Senior</b>		4. Robert Kobylarz	Kaw 21	4. Lloyd Mccarn 26		
2. Rich Lafferty	KTM 10	1. Jack Lafferty Sr.	KTM 19	5. John Egleston	Kaw 21	5. Eric Evans	KTM 29
3. Jack Lafferty Jr.	Suz 10	2. S. Wolfersberger	Hus 21	<b>B Senior</b>		<b>C Senior</b>	
4. Michael Bradway	Hon 11	3. Burnett Wilson	Yam 22	1. Tim Mauro	Suz 20	1. David Bernet	KTM 26
5. Dale A. Sweigart	Yam 11	4. Bill Roth	Hon 23	2. D. Scheumeister	KTM 22	2. Herbert Schad	Yam 33
<b>A125</b>	5. Jim Jenkins	Hon 26	3. N. Sotiroopoulos	KTM 24	3. John Dellavechia 45		
1. John Schnieder	Hon 13	<b>A Four Stroke</b>	4. Michael Demos 25	4. Randy Ziegler	Kaw 47		
2. Kim Plummer	Yam 15	1. Mark Schleeweis	Yam 16	5. Jim Eshleman	KTM 26	5. Robb Parker	KTM 47
3. Tom Kiritsis	Kaw 17	2. Mark Roll	Yam 17	1. Larry McIntyre	Yam 36	<b>C Four Stroke</b>	
4. Wally Palmer	Suz 18	3. Tom Nocera	Hon 18	2. Paul Kelley	Yam 38	1. Jonathan Price	Yam 23
5. Steve Aretz	Kaw 19	4. David Glenn	Yam 19	3. Roy Howard	Yam 49	2. Jay Gullixson	KTM 31
<b>A 200</b>	5. Darrin Russel	Yam 19	<b>B Four Stroke</b>	4. Nick Zinkevich	Suz 34	3. John Alton	Hon 33
1. Doug Allen II	KTM 14	<b>B125</b>	1. Eric Remick	5. Joseph McCleery	KTM 41	4. Merle Compton	KTM 38
2. Dan Stroppi Jr.	KTM 15	1. Ed Fifth	Kaw 19	2. Matt Young	Hon 21	2. Nichole Barnes	Hon 52
3. Michael Sigety	KTM 15	2. Kyle L. Adams	KTM 20	3. Al Zabroski	KTM 23	3. Patricia Blair	KTM 67
4. Ed Hamilton	Kaw 16	3. James Merris	Hus 25	4. Michael Graden	Yam 26	4. Colleen O'Brien	Hon 213
5. Charles Ciarrelli	KTM 17	4. Glen Stevens	Hus 28	5. Bob Swenson	Suz 29	5. Heather Grough	Kaw dnf
<b>A250</b>	5. Jason Large	Hus 38	<b>C200</b>	1. Bill Davis 25		<b>Masters</b>	
1. Bob Solomon	KTM 12	<b>B200</b>	1. Tim Serinese	2. George Clickner	Kaw 25	1. Merle Compton	KTM 38
2. Eric Corbin	Yam 14	1. Sergio Bassani	KTM 20	2. Ralph Keen	Hon 26	2. Nichole Barnes	Hon 52
3. Mike Melliniczuk	KTM 15	2. Chris Reiner	KTM 22	3. Ted Haines	KTM 28	3. Patricia Blair	KTM 67
4. Brian Glenn	Yam 16	3. Rich McDowell	Kaw 22	4. Michael Gehres	KTM 28	4. Colleen O'Brien	Hon 213
5. Mike McHale	KTM 16	4. Scott Berry	KTM 23	5. Eric Earley	Kaw 30	5. Bill Parrish	KTM 33
<b>A Open</b>	5. John Diobilda	KTM 25	<b>C Open</b>	1. Tony Carabello	KTM 31	<b>Vintage</b>	
1. James Earhey	KTM 17	<b>B250</b>	1. Glenn Keesey	1. Chris McKelvy	Pen	1. Chris McKelvy	
2. Pat Emmons	KTM 18						
3. Ed Hutchinson	KTM 19						
4. Pete Burnett	KTM 20						
5. David Barnes	ATK 21						
<b>A Vet</b>							
1. Jim Aiello	KTM 15						
2. Steve Pfeffer	Hon 16						

other ECEA events, but none that seem to span an ECEA enduro course from beginning to end, and stand out so vividly, and jaggedly, in a rider's memory, as those laid out by South Penn Enduro Riders.

Many ECEA rock runs beat you and bang you and tire you, as does Michaux. But the distinguishing thing about Michaux is that some of its sections can make a rider feel as though he's entered a trials competition, as opposed to an enduro. Huge masses of sharp stone overlap in ledge-like fashion to keep challengers on their toes, or in this case standing on their footpegs. And while momentum is generally beneficial on rocks, at Michaux it seems even more

critical. That's because speed seems the most logical way to attack this nasty terrain, since it allows a bike's tires to skim across rather than become caught in ruts between sharp rocks. Contrarily, at times of fatigue or minimal control, speed on rocks can also get you in a lot of trouble, since they're not as soft as sand to land on!

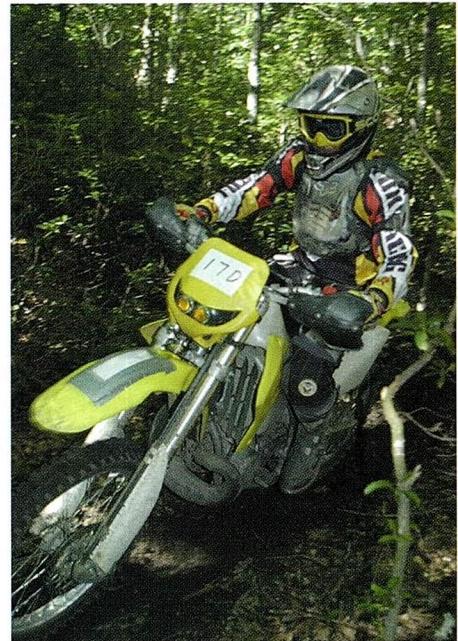
Mechanically speaking, a clutch would seem to be a good thing to have when riding rocks. In technical terrain situations it enables a rider to feather the engagement of the engine in order to keep the bike from stalling. But at the 2003 Michaux enduro Fred Hoess didn't have that luxury for a majority of the



Eric Remick has a lot of High Point B wins this year, the latest at Michaux. Want to know how he does it? He rides with Rich Lafferty.

first loop. Nevertheless, after making some makeshift repairs, he managed to overcome that mechanical handicap and still win the event with an enviable score of 10/274, narrowly beating second place overall Dale Sweigart (10/279) by emergency points. Hoess exemplified why he's a perennial winner of ECEA events, a 2002 ISDE gold medalist in Czech, and the projected 2003 ECEA enduro champion (unofficial as of this writing).

Following Hoess and Sweigart on the leader board were Rich Lafferty with a 15, and North Jersey rock specialist Todd Reder with a 17. Billy King, or "King



Tim Mauro won the B Senior class at the Beehive.

<b>Michaux Enduro</b>	<b>A Four Stroke</b>	3. Lafferty	45	2. Young	37	<b>C200</b>		
<b>Grand Champion</b>	1. Roll	20	4. Spano	80	3. Zabrowski	40		
Fred Hoess	10	2. Nocera	25	5. Borcherdt	247	1. Perucki	67	
<b>High Point A</b>	3. Glenn	26				<b>C250</b>		
Jim Aiello	13	4. Heins	26	<b>A Vet</b>		1. Civiletti	68	
<b>High Point B</b>	5. Zabrowski	34	1. Moyer	18		<b>C Four Stroke</b>		
Eric Remick	18	<b>AA</b>	2. Law	23	1. Keesey	56		
<b>High Point C</b>	1. Sweigart	10	1. Fifth	35	2. Clerici	58		
Eric Eshleman	49	2. Lafferty	15	3. Newcomb	3. Newcomb	3. Pittman	66	
<b>A125</b>	3. Reder	17	2. Morris	38	4. Borger	73	4. Strause	75
1. Galardi	19	3. Cossman	61	<b>B Senior</b>		<b>C Open</b>		
2. Kiritsis	23	4. Stevens	74	1. Giordano	34	1. Kraft	46	
3. Spencer	29	5. Caruso	112	2. Rymon	36	2. Caddell	79	
<b>A Open</b>	1. Barnes	33	1. Kreis	24	3. Biedka	40	3. Caddell	86
4. Plummer	51	2. Emmons	27	4. Haines	45	4. Serafin	118	
5. Palmer		3. English	53	5. Scheumeister	46	5. Stephens	181	
<b>A200</b>	1. Sigety	4. Stapleford	47	<b>B Super Senior</b>		<b>C Vet</b>		
2. McCarthy	17	5. Bradway	18	1. O'Connell	71	1. Farrington	84	
3. Allen	22	<b>A Open</b>	1. Gray	2. Quinn	139	2. Kostival	124	
4. Stroppi	22	2. Sullivan	5. Gorin	<b>B Vet</b>		<b>Masters</b>		
<b>A250</b>	2. Tenney	27	1. Quinn	29	1. Dean	29	1. Parlett	43
1. Russell	21	<b>B250</b>	2. Sprecher	39	2. Kobylarz	31	2. Stapleford	43
2. McHale	22	3. Compton	32	3. Owen	39	3. Clickner	54	
3. Solomon	22	4. Kohl	35	4. Berry	39	<b>Women</b>		
4. Stapleford	23	5. Neifert	44	4. Eggleston	40	1. Compton	151	
5. Mohn	24	<b>A Super Senior</b>	5. McCaslin	5. Booth	41	2. Barnes		
		1. Wolfersberger	29	<b>C125</b>				
		2. Fliegauf	31	1. McNamee	25			
				1. Eshleman	49			



*Troy McNamee scored an 18 at the Beehive, and won the High Point B for his trouble.*

Billy," as fellow riders often kid him, rode impressively to grab fifth overall with an 18, edging Mike Bradway with tiebreaker points.

Perhaps to provide a course more suitable for riders of all levels, SPER this year eliminated a large rock-covered hill seen in the 2002 layout. Some of the course seemed to be reversed from the previous year as well, but the rocks were still there in abundance, with some really neat sections boasting "refrigerator rocks." As far as timekeeping went, there wasn't much nonsense; the check-in, check-out format dominated the day. Besides the severely rocky stuff, there was also some nice, faster stuff toward the middle of the second loop, but even these pieces had rocks. The course included some tricky small and medium sized hills, but nothing that was overly tough to make.

Mike McHale, winner of this year's Curly Fern enduro, also had a good day, posting a 21 card in the A250 class. Other "A" winners were Mark Roll (Four Stroke), Rich Boyer (Vet), Scott Wolfersberger (Super Senior), Chuck Sullivan (Senior), and Phil Gilardi (125). Jim Aiello took home Hi Point honors in the A class, grinding the rocks to a 13.

Dan O'Connell (71) finished atop the B Super Senior class, with Troy McNomee (25) taking B Four-stroke. The fast and youthful Steve Kreis was the winner in B200, dropping 24 points, while B Vet Jay Dean took his class dropping 29. G. Keesey was the victor in B Open.

In Masters action, Pete Parlett marginally beat the ubiquitous Charlie Stapleford on emergency points, with both riders posting 43s. Eric Eshelman took gold in C200 with a 49, and Merle Compton was the Women class winner. Please pardon the results list being all last names only. That's all we were able to find, so that's what we're printing.

As with their 2002 event, South Penn did a great job regarding all aspects of their event, making this run one of the most enjoyable on the ECEA circuit. ↑

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# OLDIES ON THE

*Bear Creek vintage motocross and trail ride*

**Hancock, NY 8/16-17**

**A** Ridge Riders splinter group organized and hosted a weekend of motorcycling this past August at a hilltop site northeast of Hancock, NY. The weekend's agenda included a semi-organized trail ride on Saturday and culminated with an AHMRA sanctioned vintage motocross race on Sunday. Both events took place on the Reservoir Hill property, a 500 acre plot of private ground owned by a group of two-wheeled enthusiasts, loosely associated with the Ridge Riders. The very same property has been used for the past several years during the Ridge Riders Quarry Run dual sport ride and most recently hosted several special tests during the recent Bluestone ISDE qualifier.

The weekend's event was to benefit the Reservoir Hill group that owns this land, no doubt a worthy cause. It's a fantastic piece of ground, a steep mountainous plot criss-crossed with small streams and old woods roads. Camping was at the top of the mountain, a formidable ascent up a narrow paved road that turns to dirt near the top. Once crossing onto the property, the grounds open up into a sizeable grassy meadow, near perfect for camping. Many of the old roads were once used to support the mining of bluestone slate, a favored masonry construction material to many in the trades. The site is predominantly hardwood forest, with an occasional stand of pine and fir

and several open meadows in which numerous grass tracks have been laid out. Trails had some rock presence, both bluestone and more familiar rounded granite boulders. For the most part, however, the ground consisted of loamy soil, which due to the considerable July rain made for very

muddy conditions. It was extremely slick, especially in the newer woods trails, which had the added peril of slick roots.

Saturday's trail ride consisted of a five or ten mile loop (depending upon how well you followed the arrows) that wound through the various trails



*by Mark Uth*

# HILL

used in recent dual sport and qualifier events. Starting and ending at the campsite, it varied between woods road and single track, the more demanding of the latter arrowed as hero sections. There were plenty of elevation changes and some tricky water crossings, but none too tight. Scenic and very much wilderness. Riders were encouraged to set their own pace, doing as many loops as they wanted and/or stopping back at the camp site in between for food and other refreshments.

Sunday's main event was the AHRMA sanctioned vintage MX held on a very cool mile-long natural terrain MX course. Right next to the campsite was a real spectator attraction, a long straight-away that offered a good run at a single ramp jump with long flat runout. Even these vintage bikes were hitting it at incredibly high speeds and flying 50 yards or more. The rest of the course was wide and winding with virtually no bumps. However, it was very muddy from the aforementioned wet summer and a Saturday afternoon thundershower thrown in for good measure. It rutted up some early on, but fortunately by the second moto had dried out in many places and proved plenty tacky. Nearly a dozen motos consisting of five laps each were run, more classes than you could shake a stick at. Many riders swapped bikes to compete in multiple classes. There was even a modern bike class.

If you're a moto-neophyte like this author, you'd be surprised to hear that this vintage MX crowd was every bit as friendly and laid back as any off-road competition we'd ever attended. For every rider with a game face and museum quality vintage sled, there were a least two good-ole-boys saddled up on rat bikes who seemed happy just to finish a lap. "Run what you brung" was the day's mantra. Competing aboard our recently restored '77 Bultaco, perhaps we fell somewhere in between the two. The old Bul served me well during the first moto, but alas the consumption of an inordinate amount of fermented beverage between motos forced us to wisely retire from the field prior to the start of the second. It was all about fun, and this was it! ↑



20 MINUTE MOTO  
6 MORE LAPS  
TO GO

# SOUTHERN F

*Chancey gets Caned, and Doby does the Mountain*

## Long Cane Enduro

Abbeville, NC 9/7

The 35th annual Long Cane enduro was the second race of the 2003-2004 SETRA enduro series. Located just 50 miles from the Little Brown Jug enduro, you might as well be in another country. The trails are very different, the soil is very different. But like the LBJ, the Long Cane Enduro Association, a well seasoned club put on a tremendous event that satisfied both the riders and spectators.

Run almost exclusively in the Sumter National Forest, this race provided a lot of diversity. As usual, there are miles of great fast bermed-up trails that challenged the AA riders at 30 mph and kept the rest of the field in sheer panic all the time. Then there are the deep woods trails with gnarly roots, drop offs, off cambers and short banks at 24 mph, that took points from everyone.

This year, Jason Chancey nabbed the overall win. KTM, Maxxis Tires, MSR, Silkoleen, Tsubaki Chain and Thompson Auto Body-sponsored Chancey dropped a mere 26 points to best the field. He was followed by Russell Bobbitt with a 28, Allen Gravitt and Michael Grizzle both with a 29, and Trey Wellborn with a 30 rounding out the top five overall.

I finally got Jason to sit down and chat with me. I

asked Jason what gave him the advantage today. He told me, "I am finally able to start focusing. Last year I moved around, started a new job and just could not get to enough races. This year, my new 2004 KTM 300 EXC is working real well and I am able to put my head into the game. I hope to be able to make more of the races this year and focus on enduros." Jason did focus and came up with the big win.

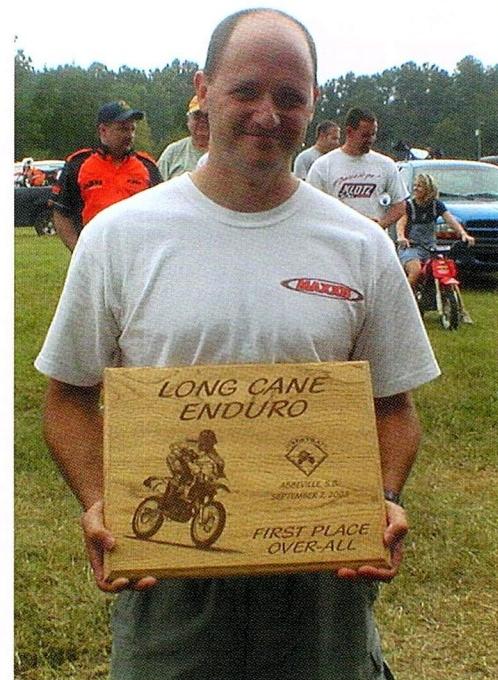
I also spoke to Johnny Futo who took second in the Super Senior C class. Johnny told me he "would have had a better race, but he broke a nail and ran his hose. In total disarray he just could not put in the race he had predicted, but thought a new wax job during the week would cheer him up." (Johnny was of course, kidding!).

Randy Hyde placed fourth in the Senior C class and Donny Weaver won second in the Vet B class. Both these guys are from the Ellijay, Georgia, area and are fondly part of the 30540 Gang. They said they had a great ride and lots of fun. Randy told me "I started riding this time last year at the Little Brown Jug and have been having a ball ever since. I hope I can stay healthy and keep riding for a long, long time." John Andrews, who got fourth in the Vet C class, said, "It was a great race and it was nice to have the alternate gas stop."

As I was leaving the trophy presentations I saw a group gathered around this one guy with the biggest grin on his face. His name was Tim Crisp from Hudson, SC, and he had just won first place in the Four-Stroke C class on his new KTM 450 EXC. I asked him how he pulled off such a feat? He told me, "Going fast and not hitting trees." Now if we could all do that.

And last but not least, I spoke to Gary Barr, who had just beat his next door neighbor, Darryl Moody, by seconds. Darryl mentioned "the whuppin' he took last week" and Gary said, "Since when did last weekend really matter?" Yeah.

Again, the Long Cane Enduro Association put on a great event. Scored quick and on the road. The club would like to mention a special thanks to Mr. George Johnson and the Dorn family for generous use of



Below: Darryl Moody cranks one up while destroying the Masters A class. Not too shabby for an old guy.  
Right: Jason Chancey scored the overall win at the Long Cane and posed proudly with his plaque.



NEXT TO OTHERS  
YOUR BIKE  
FEELS SLOW



# RIED

their land, as well as cooperation from Long Cane Ranger District personnel. Also a special thanks to the Race Ministry of the First Baptist Church of Abbeville. They were on hand helping at the staging area, a Saturday night service, handing out water at the gas stops on Sunday and even a free bike wash after the event. Their presence was welcoming and appreciated by all. Also concessions were brought to you by Gary's Kountry Kitchen of Greenwood, SC. As well, the LCEA wanted to thank Lynn McRea and the Dennis family for their assistance at sign up and general advice.

Tim Dowell, President of the Long Cane Enduro Association also wanted to thank all the club members, the riders and families. He said, "The motorcycles, trails and competition comprise only a small percentage of the event. The SE&TRA members and the camaraderie they provide is what makes the event complete."

A great time was had by all and we always look forward to next year.

## Brown Mountain Lights

Morganton, NC 9/28

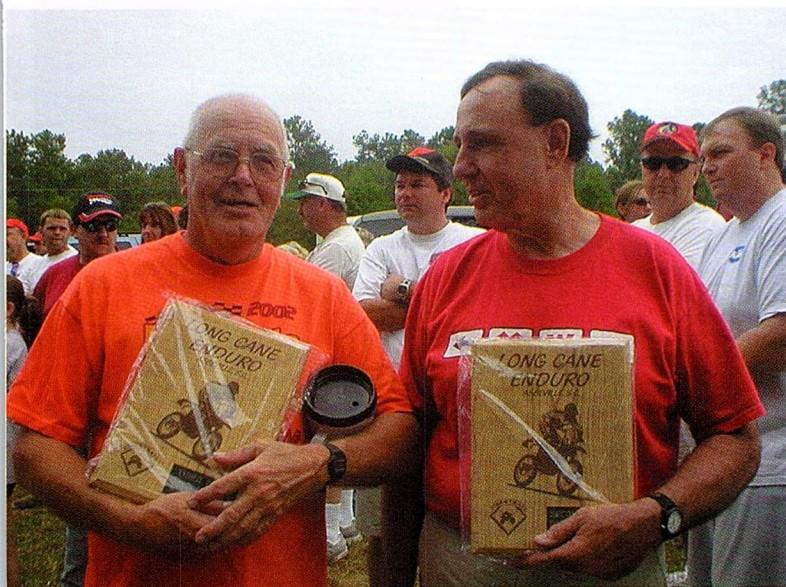
Brown Mountain Lights is a guaranteed fun event. The staging area is snuggled up against Brown Mountain, part of the beautiful Blue Ridge Mountains range. Starting in the valley the riders were treated to a neat grass track, smack dab amongst the apple orchards dotting the area. Then it was up into the mountains for some pure goat leaping rock sections all connected with fun jeep roads and ATV trails. Now when I say goat leaping, don't get me wrong. The rocks are not impassable. They are big and a little spooky at first, but once you are on them, they are just like regular terrain.

Hare scrambles champ Doby Leonard won the overall at this event dropping 22 points, followed closely by Allen Gravitt who put in an exceptionally good event, dropping 23 points by a hair. Allen Gravitt, multi-time time SE&TRA enduro and hare scrambles champ, has picked up his game after a few injuries, two new babies and all the things that can get in the way of ringing the bell. Allen has definitely been putting in the time and has been oh so close in several races since. It is good to see Allen back in the hunt.

Rounding out the top five were Michael Grizzle and Tommy Veator dropping 25 points and watch out you vets, young Andrew Kendrick also dropped only 25 points out of the 200A class.

Riding a KTM 450 EXC, Jason Moody had a great day to take the win in the hotly contested Open A class. Jeff Collins and Michael Hines took it neck and neck with Jeff winning the 250 A class on the tie breaker. And Mark

*Golden Master class riders James Bransford and Johnny Freidli with their well earned trophies after the Long Cane. Bransford won the Brown Mountain, with Freidli finishing second.*



Hutchinson took the Four-Stroke A class. Tim King, who told me that "motorcycles are much cheaper to race than cars," proved he must also like the bikes by taking the Vet A class. And I should mention Jeff Burchfield for winning the Senior A class. Jeff has been working very hard on his game and it shows. "He who plays in fast company, races in fast company."

Out of the B classes, Justin Lee took the Overall B win on his Alcoa Yamaha YZ250. Michael Frasier and George Miller chased each other all day long, with George squeaking out the win on the tie breakers. Another tight race between Mark Gaither and Reggie Yarborough in the Vet B class had Mark taking the win. Eddie Royals nabbed the Super Senior B class. And our own Grand Poobah James Bransford won the Golden Masters B class. It should also be noted, one of the founding forefathers and a great leader of the SE&TRA series Warren Taylor was on hand winning the Class of 66 class.

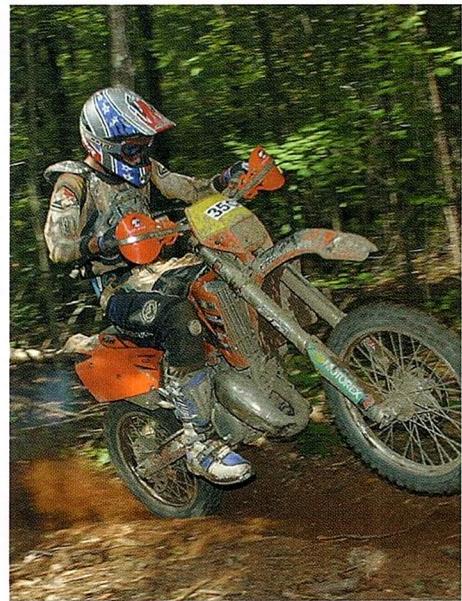
Alex McCree took the overall in the C Class. He told me he "fell a few times, dented his pipe, fought with the

<b>Long Cane Class Results</b>							
<b>Class 66</b>							
1. Warren Taylor	218	4. Michael Grizzle	29	4. Bill Watkins	66	3. John Wilson	63
<b>200 A</b>		5. Trey Wellborn	30	5. Doran Carrell	66	4. Randy Hyde	64
1. Andrew Kendrick	34	<b>Dual Sport</b>		<b>Master C</b>		5. Bates Beckham	64
2. Mark Kelly	40	1. David Miller	130	1. Benny Hamby	77	<b>Super Senior A</b>	
<b>200 B</b>		2. Ivan Haynes	39	2. Steve Lafor	80	1. Neal Hamilton	38
1. George Miller	39	3. Mark Pruett	40	3. Jeff Taylor	82	2. Gary Barr	43
2. Michael Fraser	47	4. Luke Durham	40	4. Sonny Roberts	87	3. David Altman	44
3. Greg Armour	48	5. Mark Hutchinson	41	5. Bobby Moore	111	4. Wesley Miller	44
4. Ricky Davis	53	<b>Four Stroke A</b>		<b>Open A</b>		5. Auty Spencer	46
5. Jason Hutchings	56	1. Kevin Parker	43	1. Jeff Harris	33	<b>Super Senior B</b>	
<b>200 C</b>		2. Bradley Armour	46	2. Paul McCall	36	1. Eddie Royals	56
1. Lee Hickok	57	3. Corey Garrett	49	3. Jason Moody	38	2. Johnny Futo	56
2. Steve Webre	60	4. Heath Henderson	50	4. Lajoy Griffin	47	3. Herb Coleman	61
3. Glen Chase	60	5. Lon Buysman	52	5. Ben Weathers	59	4. Mark Barber	64
4. Glenn Ward	63	<b>Four Stroke B</b>		<b>Open B</b>		5. Cameron Smith	65
5. Chris Dodd	66	1. Tim Crisp	60	1. Ken Painter	44	<b>Super Senior C</b>	
<b>250 A</b>		2. Michael Lafollette	63	2. Adam Delph	45	1. Matthew Childs	66
1. Michael Hines	36	3. Chad Lively	64	3. David Burrell	49	2. Patrick Linville	68
2. Scott Miller	36	4. Bo Peck	64	4. Jeff Baggett	51	3. Chuck Baker	77
3. Jeff Collins	37	5. Kevin Townsend	64	5. Garrett McKey	56	4. Joe Wells	86
4. Roger Guthrie	40	<b>Four Stroke C</b>		<b>Vet A</b>		5. Mike Lynn	86
5. David Ashley	41	1. Skip Wyman	68	1. John Fisher	61	<b>Vet B</b>	
<b>250 B</b>		2. Glenn Brock	96	2. Greg Brown	70	1. Tim King	40
1. Brian Wright	37	<b>Golden Master A</b>		3. Bruce Wilson	71	2. Doug Ritchie	43
2. Mark Lloyd	44	1. Fred Hammond	70	4. Dustin McKey	74	3. Johnny Campbell	44
3. Stephen Black	45	2. Johnny Freidli	73	5. Philip Hobbs	87	4. Frank Anello	45
4. Nick Lafon	59	3. James Bransford	83	<b>Senior A</b>		5. Darin Williamson	54
5. Chris George	59	4. Frank Amos	87	1. Terry Hughs	34	<b>Vet C</b>	
<b>250 C</b>		5. Jimmy Armpage	128	2. Jeffrey Burdafiel	41	1. Reggie Yarbrough	50
1. Sean Wilson	58	<b>Master A</b>		3. Phil Ellis	41	2. Donnie Weaver	52
2. Raymond Holt	59	1. Darryl Moody	43	4. Mark Thompson	45	3. Tommy Ashley	52
3. Andy McKee	60	2. John Fero	43	5. Pat Williamson	50	4. Paul Walker	53
4. Bryan Baumgardner	66	3. Jim Ford	45	<b>Senior B</b>		5. Mark Joyce	54
5. Dane Wilkins	96	4. Joe Royal	51	1. John Harris	49	<b>Senior C</b>	
<b>AA</b>		5. Rex Jones	60	2. Dean Puryear	51	1. John Kennedy	53
1. Jason Chancey	26	<b>Master B</b>		3. Dean Staley	52	2. Mark Benson	66
2. Russell Bobbitt	28	1. Johnny Kirby	42	4. Pat Tucker	53	3. Fred Edwards	76
3. Allen Gravitt	29	2. Mike Thompson	59	5. Anthony Lewis	54	4. John Andrew	78
		3. Ron Miller	66	1. Jack Cullison	62	5. Mark Miller	90
				2. Eddie Taylor	62	<b>Women</b>	
						1. Ginny Harrison	112

WHAT GEARING  
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JUST DON'T KNOW



<b>Brown Mountain Lights</b>	5. Ivan Hayes	38	1. Mark Gaither	36	2. Lee Hickok	42		
<b>Class Results</b>	<b>Open A</b>		2. Reggie Yarbourgh	36	3. Glenn Ward	58		
<b>Overall Champion</b>	1. Jason Moody	26	3. Mark Joyce	39	4. Randal Flowers	76		
Doby Leonard	22	2. Jeff Harris	27	4. Mike Shirley	39	5. Alex Fraser	79	
<b>AA</b>	3. Paul Mccoll	33	5. Richard King	49	<b>Dual Sport</b>			
1. Allen Gravitt	23	4. Greg Holder	61	<b>Four Stroke B</b>				
2. Michael Grizzle	25	250 A		1. Ricky Gadbius	31	1. Jon Locklear	Ck7	
3. Tommy Veator	25	1. Jeff Collins	28	2. Tim Harmon	36	2. Quinton Locklear	Ck1	
4. Lee Stephens	27	2. Michael Hines	28	3. Heath Henderson	38	<b>Four Stroke C</b>		
5. Trey Wellborn	28	3. Steve Peek	31	4. Mike Watkins	39	1. Jeff Moon	45	
<b>Golden Masters A</b>	4. Matt Jones	31	5. Lon Buysman	42	2. Kevin Townsend	51		
1. Bruce Triplett	61	5. Steve Hardeman	36	<b>Open B</b>		3. David Good	53	
2. Ron Hale	70	200 A		1. Adam Delph	38	4. Phillip Scoggins	54	
3. Glenn Brock	101	1. Andrew Kendrick	25	2. Allen Young Jr.	51	5. Chad Lively	54	
<b>Masters A</b>	2. Mark Kelley	33	3. Travis Hayes	34	<b>Super Senior C</b>			
1. Darryl Moody	33	4. Lee Daley	39	4. Jeff Baggett	Ck7	1. Kent Reece	73	
2. Robert Neeley	35	<b>Golden Masters B</b>		3. John Beaver	41	2. David Turner	78	
3. John Fero	38	1. James Bransford	78	4. Justin Lee	30	3. Richard Edwards	90	
4. Rex Jones	46	2. Johnny Friedli	81	2. Jeff Silvers	36	4. Jimmy Tobias	123	
5. Jim Ford	51	3. Jim Armitage	150	3. Stephen Black	42	5. Wyatt Helms	139	
<b>Super Senior A</b>	4. Tom Cufr	230	4. John Cardozo	58	<b>Senior C</b>			
1. Wesley Miller	34	5. Chris George	62	1. Randy Hyde	46			
2. Dave Altman	35	<b>Masters B</b>		2. Scott Rose	49			
3. L. Steven Lewis	39	1. Steve Stirewalt	45	3. Mark Shrout	49			
4. Ricky Dennis Sr.	40	2. Michael Thompson	50	4. Eddie Taylor	59			
5. Frank Shoenbeck	41	3. Doran Carroll	53	5. Jeff Montgomery	62			
<b>Senior A</b>	4. William Durham	56	4. Ricky Dennis Jr.	60	<b>Vet C</b>			
1. Jeff Burchfiel	33	5. Bo Bobbitt	117	5. Tim Weber	70	1. Brian Mull	52	
2. Phil Ellis	38	<b>Super Senior B</b>		<b>Open C</b>		2. Rod Ovestreet	64	
3. Mark Thompson	44	1. Eddie Royals	44	1. Mike Thompson	42	3. Mike Miller	68	
<b>Vet A</b>	2. Herb Coleman	45	2. John Fisher	51	4. Patrick Harris	80		
1. Scott Riebow	33	3. Johnny Futo	49	3. Phil Kelley	52	5. Terry Bryant	86	
2. Tim King	35	4. Greg Luther	69	4. Brad Taylor	58	<b>Masters C</b>		
3. Frank Anello	39	<b>Senior B</b>		1. Mark Johnston	50	1. Steve Lafon	64	
4. Doug Ritchie	40	1. Dean Puryear	38	2. Raymond Holt	52	2. Sonny Roberts	104	
<b>Four-Stroke A</b>	2. Anthony Lewis	41	3. Andy Mcree	55	3. Jermoe Dupuy	193	<b>Class Of 66</b>	
1. Mark Hutchinson	31	4. Pat Tucker	44	4. Matthew Bryant	84	1. Warren Taylor	116	
2. Mark Mckenzie	33	5. Tim Berry	48	<b>C200</b>		<b>Women</b>		
3. Mike Douglas	34			1. Alex Mcree	32	1. Deborah Broderick	Ck7	
4. Brent Mercer	36	<b>Vet B</b>				2. Gina Beckham	Ck1	



Alex McCree said he fell a few times at the Brown Mountain, but he won the C 200 class and wound up winning the C Overall as well.

slick roots" and still won with all those excuses. I bet we will see much more of Alex in the win columns. Steve Lafon won the Masters C class. And one of the largest classes, Four-Stroke C, was bested by Jeff Moon with a commanding win. Mike Thompson won the Open C class. And for one of the few Florida riders to make the trek to North Carolina, Deborah Broderick, attacked the rocks and roots like a pro. She finished in fine fashion besting the women's field.

Now I have always said the life blood of our sport is from the newer riders, our C Class and beginner riders. I had a chance to meet the Locklear brothers, Quinton and John from Concord, NC. They got on the web, looked up "enduro racing," saw our site and this enduro listed and decided they would just load up and come on down. This was their first enduro, riding DRZ400s. They told me how nice everyone was to them. The riders next to them could tell they were new to the game and pitched in with lots of enduro information and encouragement. After the race, John told me he was glad he did not get hurt since the next day he was headed to Ramstein, Germany, as a C130 pilot in the Air National Guard. May God look after you and all your comrades in service.

To top off a terrific race, the Unifour club made sure each rider was treated to the goody wagon at the end of the race. It was loaded with candy bars, cookies, ice cold water and tons of sodas. What a way to finish off a great day of racing!

The fine folks from the Oakhill Ruritan Club were on hand both Saturday night for the traditional Spaghetti Dinner and Sunday for hot burgers after the race. They wanted to let me know that all their hard work goes towards helping the needy. Clothes, housing, scholarships and even recently they sent a mother and sick child off to a Children's hospital expenses paid. They wanted to encourage anyone interested to visit their web site at [www.ruritan.org](http://www.ruritan.org) learn more about "America's Leading Community Service Organization." Remember! Be sure to patronize the concessions. Most are for a good cause.

The Unifour club wants to thank the Steel Creek Campground, the Oakhill Ruritan Club, Fire Department and EMS agency for their support. As well as the Burke County Sheriffs department. Last but not least Miera Crawford, District Ranger of the Grandfather Forest District, and David Finnian of the Pisgah National Forest District.

A big time was had by all, can't wait until next year!  
See ya at the races,  
Suzy ↑

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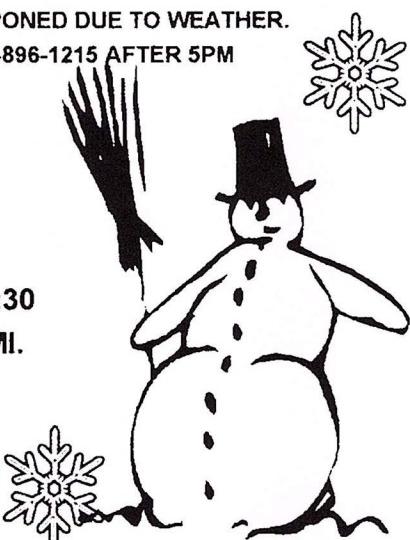
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Make of Bike	Engine CC
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<b>Hare Scrambles</b>		<b>Enduros</b>	
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200	Senior	4-Stroke	4-Stroke
250	Mini	Super Sr.	Senior
Open	Junior	Masters	Super Sr.
	Girls	Big Wheel	Masters

Junior Enduros	Turkey Runs
Girls	Men
Junior A	Women
Junior B	Doubles
Mini A	
Mini B	
Women	
Big Wheel	

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minors)

Signature (minors must have parent sign)

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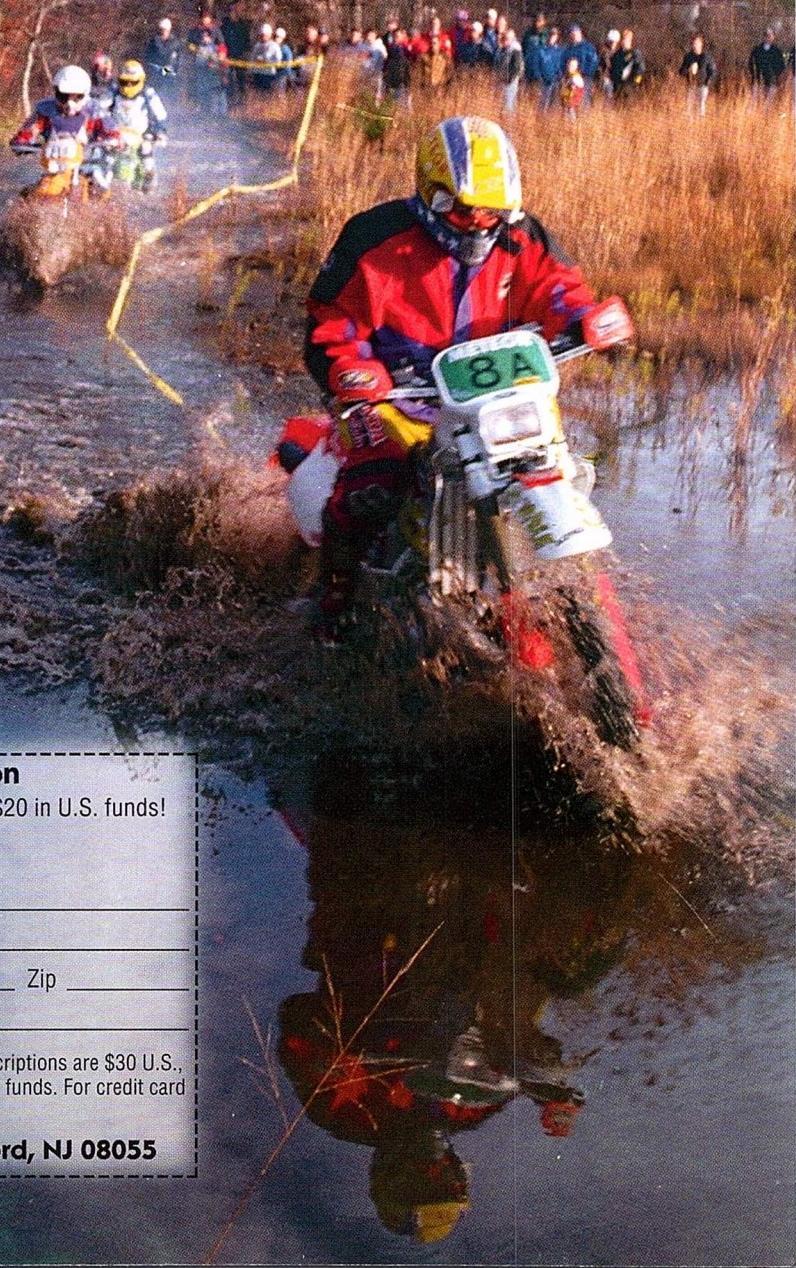


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## Grass Skirt Optional

(Continued from page 13)

spite of leading the 400cc class all week, Everts seems like he's been holding back a little bit. Now on the fifth day he's uncorked it and trying to stretch out his lead. Everybody is in awe of him, doing so well in his first Six Days, his first enduro. In a press conference last night, he said "The only thing I practiced for Six Days was changing a tire. I didn't want to be a reason of laughs!" Well, as of the end of day five, he certainly wasn't a reason of laughs.

In the American camp, Kurt Caselli looked like he was wanting a ten-day Six Days. His test scores keep getting better, with a fourth, a fifth, a seventh and a fourth in the special tests, and then finally a third in the last test of the day, the last test of the week. If we had five more Casellis we'd definitely be in contention for the World Trophy!

Mike Lafferty was feeling pretty good on day five as well, finishing the final test in sixth place in class, and finishing in the top ten in the rest of them. In the team competition, the USA had worked its Trophy team into seventh place by the end of day five. The Junior team was in ninth, only four seconds out of eighth. Our best Club team was GNCC with a firm second place. The ECEA Stars team saw their top ten hopes disappear when Hoess's bike quit, so it goes. The Skunkwrx team was sitting in sixth place.

Back at the work area at the end of the day, riders quickly got their bikes prepared for the final day's ride tomorrow. Everybody seemed to have a different plan. David Pearson only wanted a bottle of Windex and a rag, all he planned to do was clean his bike. Mike Kiedrowski decided to change two tires to have something better on for the supermoto, but then had trouble with too large of a Mousse in his rear tire and

wound up impounding late with a broken tire bead on the rear. He would have to change it again in the morning, adding to the stress level. In contrast, New England rider Luke McNeil didn't bother with tires at all—he'd been riding on the same set of tires all week long! "He's my hero!" said Junior Trophy support staffer Lindsay Pirie.

Once everybody was done with their bikes, we all retired to the pool to help keep the bar in business. There was a definite atmosphere of relief. All that remained was a short trailride tomorrow and the final moto. For all practical purposes, Six Days was over.

### Super Moto Day

Going to the supermoto final was a pleasure. The track was close by, an easy drive down the road, and security was refreshingly lax. Usually security is lax all week and then by the final motocross we can't park anywhere, we can't walk anywhere, and it's an annoying drag to try to watch the final race. I had one guy try to chase me away from a special parking area but I just pointed to the sticker on my window and shouted "Prensa!" to him in my deepest voice, and he let me in. Prensa means "press" in Spanish—I think.

Once inside the gates we made our way into the shade, which happened to be the domain of a lot of exclusive private parties. I spent time in the Governor's Box, the private Yrioca party and the TAM Airlines party, with very little trouble and a fair amount of free food and drink. In the heat, though, it was the shade that was most welcome.

The fun started when the Isle of Man Sheep Skull Enduro Riders arrived, escorted into the infield and allowed to "break in" the track for everyone. They did two laps of the course and then crashed some of the same parties, promising to do a show at half time.

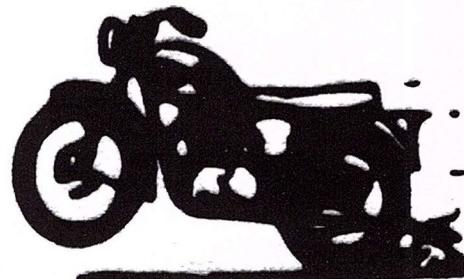


Fred Hoess' bike gave up on day five, but he was allowed to re-impound and ride day six without medaling. Right: Kurt Caselli and Wally Palmer try out some of the local quads.

Since we shared a common language, I hung out with them along with a few of the ECEA guys. They're definitely a bunch of characters, and I was pleased to find one of my Trail Rider stickers on one of their bikes.

The first supermoto of the day was the fast guys in the 125cc class, and since all our guys were low on the points we wouldn't see Rodney Smith and Wally Palmer and the rest until the second moto. Palmer had the short-lived glory of getting the holeshot in the second moto, then sliding into a hay bale and crashing his brains out. Rodney got a good start, then moved up to easily win the race.

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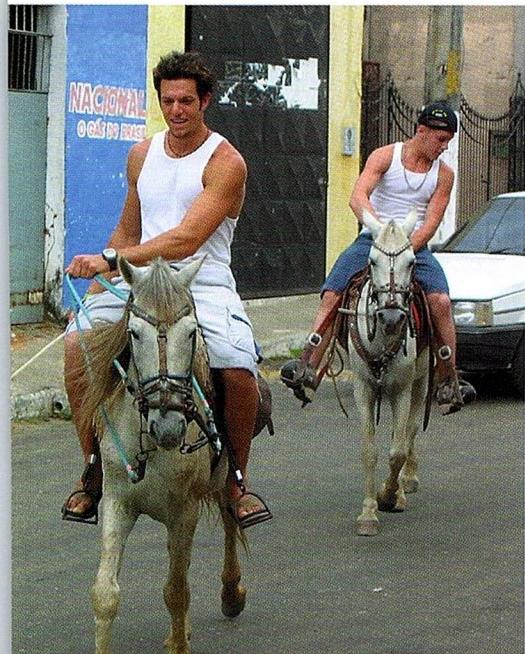


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of the week to wild applause. Kurt Caselli looked out of sorts on the test, and wound up finishing well back in his race. Our best showing in the 250 Two-Stroke class for the day was Mike Kiedrowski, who got a good start and worked it into a fifth place finish for the day. Doug Blackwell put in a good showing in the second moto, getting a good start and coming in second in the race. In overall time, though, he was scored with a 14th place finish for the day.

The Sheep Skulls came out and did an abbreviated show next, in the infield, and then the 250 Four-Stroke class buzzed around for everyone. Randy Hawkins finished the moto in seventh, and Fred Hoess rode his repaired and re-impounded Husky to tenth in the race, but still out of medal competition for the week.

Everybody was waiting for the showdown in the 400cc Four-Stroke race, and it didn't disappoint. Stefan Everts faced off against Finnish Superman Juha Salminen and the two traded the lead back and forth a couple of times. Finally, Everts got the lead and went into overdrive, flying through the dirt sections of the course at frightening speeds and setting the fastest time on the track of anyone, all day. His overall time was seven seconds better than second place, and about 26 seconds faster than Merriman, who would finish the Six Days second overall and a total of 42 seconds behind Everts. Again, seeing Everts do this was an incredible experience. He is the king!

We were still watching for Mike Lafferty, though, who was circulating behind the wildly battling duo up front, and Mike still set a respectable time and finished ninth for the day. Lafferty wound up finishing seventh in the class and bringing home a gold medal. Randy Hawkins also brought home a gold medal, finishing

11th in the 250 Four-Stroke class. In the 250 Two-Stroke class, Caselli, Davis, Pearson, Kiedrowski and Raines all brought home golds, with Caselli finishing eighth in class and best American rider.

And honestly, we had no American riders in the 500cc Four-Stroke class, so right after the 400 motos we beat it out of there, and back to the bar, like good journalists should. We drove back in packs of riders wheelying and riding like knuckleheads, overjoyed that the Six Days was over. The work wasn't all done. Nearly everyone except the South Americans needed to break everything down and load up containers again, and arrange to have all that dirty gear, worn bikes and what have you once again shipped to every corner of the world. In truth, most everyone got started on the job in the afternoon on day five, and if you went into the work area close to dark on Saturday it almost looked like a ghost town. Our guys were still there, with 49 riders to get back into the box. We were the first to impound, and just about the last to pack up.

So what's the bottom line? Well, it'll be a long time before you see anyone fund a "Dream Team" from the States again. Our guys don't understand the concept of racing as a team, and just aren't fast enough in a short sprint to get a leg up on the Euros. And don't say all we need to do is get the Euros over here and punish them in our woods. We tried that in Tulsa and they won, tested some of them against the GNCC and they nearly kicked our butts there, too. And if we go to a really tough, nasty race like the Novemberkasen, they'll beat us there, too. The best guys, in Europe, are unreal riders, and they have a drive and incentive that far exceeds our desire to win.

Our World Trophy team finished seventh; pretty poor, but much better than you'd expect with all the trouble we had on the first day. The mighty Finns won

The "fast" 250cc guys were next, and it was interesting to see how something as unusual as a supermoto would turn the tide on the competitors. The start was critical, as the dirt parts of the course were extremely dusty. But still, we're used to seeing good riders move to wherever they want in an all-dirt race, though it wasn't happening today. Stefan Merriman looked like that kind of riding wasn't his thing, and circulated in fifth or sixth his entire moto. Perpetually popular Italian rider Giovanni Sala, however, must have been having a ball, because he jetted out front and stayed there, winning the moto and his first test

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the Trophy—Salminen, Ahola, Tiainen, Aro, Laaksonen, and Saarenkoski, their names are getting familiar to us all, and they won in spite of the fact that they weren't winning every one of the tests. Italy was second, with a team of "old" men, and France came in third. It was the same countries in the Junior Trophy, different order: France, Finland, then Italy on the podium. The Americans never got past ninth. Our only glory was that the GNCC club team of Hawkins, Jenks



*It wouldn't be a Six Days without an appearance from the Purple Helmets. a.k.a. the Sheep Skull Enduro Riders.*

and Blackwell (with Blackwell riding Fred Andrews' Kawasaki, with permission from his sponsor, RER) finished second Club team and got their five minutes on the podium on Saturday night. Kurt Caselli was the top American rider, 17th overall and eighth in the 250 Two-Stroke class. That was the good part.

The sad part was the division in the ranks. The Trophy team and the GNCC club team conducted their own meetings on the tennis court at night, on the other side of the compound from the club riders' meeting. Most never came in contact with any of the club riders, and some of the club guys may have not even known who was there on our "best team." For contrast, we had Stefan Everts at our hotel, eating breakfast and dinner in the same room every day, sitting quietly with his girlfriend. Mike Sigety said, "He stopped at our dinner table to speak with us when he was walking by and we congratulated him. We all said at different times that he has been nicer to us than most of the top dogs on the USA team."

The one saving grace was that the chase riders, who got to preview the course, came to the meetings and told the club guys what to expect. Kevin Hines, Alan Randt, and Mark Hyde did a great job here, and deserve to be thanked for it. Also doing an excellent job of supporting all the riders was Marc Grossman, who was riding chase for Wally Palmer, and Greg Gillian's wife Krista was always up to her elbows in Mousse lube for anyone who needed help in the parc ferme. And of course there were dozens of people working their tail off all week at the checks helping to keep everyone going.

So Saturday night there was a huge party, just down the road from our hotel. At the victory party there was plenty of drinking, shouting, singing, carrying on, a real world class blowout. Stefan Everts was DJ-ing for the crowd, and we understand when the sun was coming up he was still staggering around with the rest of the revelers who were still conscious. Good for him, he deserves it. Let him enjoy his win while he can, and then let's see if he can do it again in the freezing rain of Poland next year. ↑

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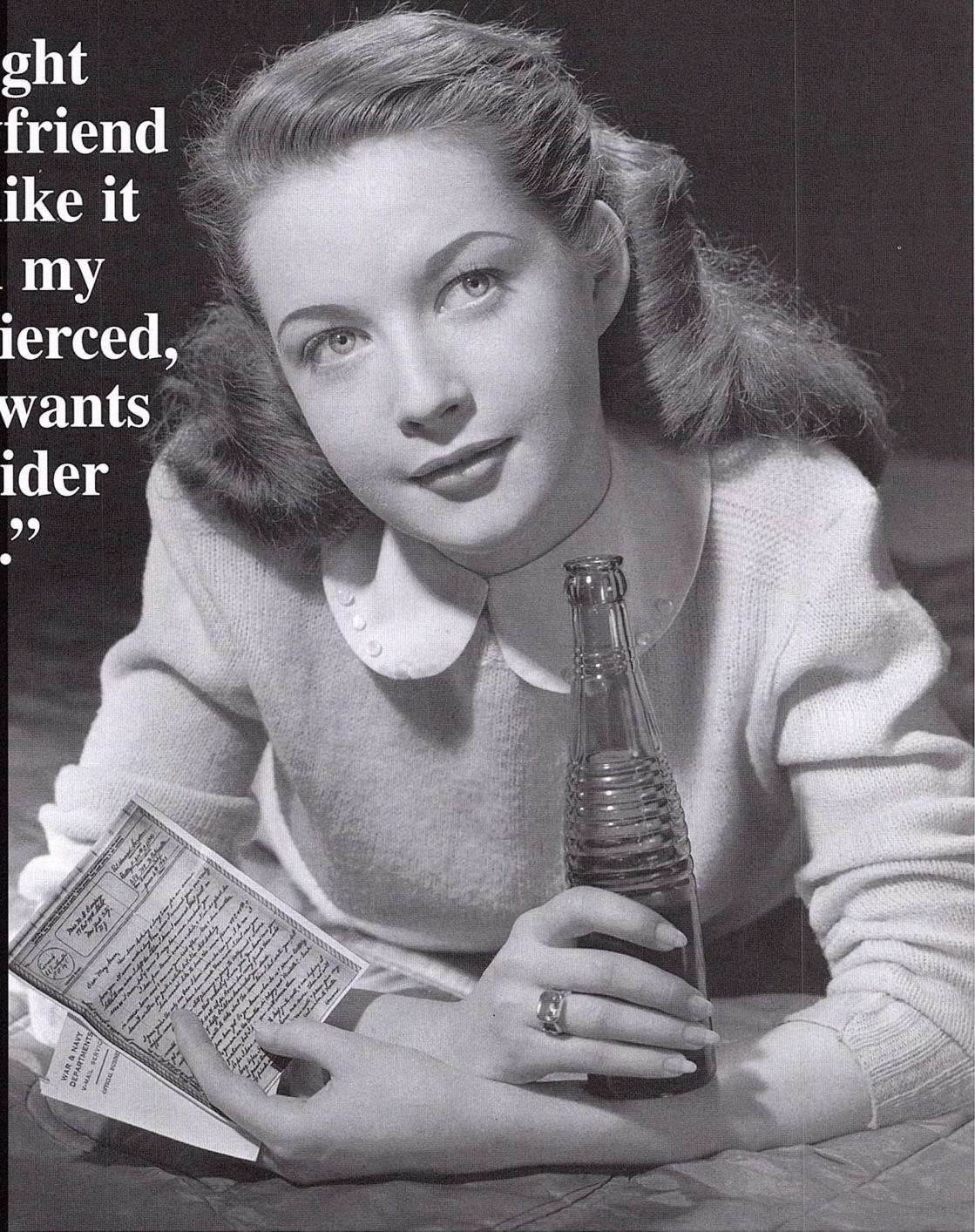
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by Ed Hertfelder

# The Best Trailriders

If you wanted to see the nation's best trail riders all you had to do was travel up to a lovely farm in Cheshire, Massachusetts, on the first weekend in October. They called it the Leroy Winters Memorial 7th annual ISDT Reunion Ride and it was the best attended ever.

I had been invited—threatened actually—by Leroy Winters to BS the troops a little at reunions one and two, and when I heard the event had ballooned I wanted to see the improvement myself. The fact is, it hadn't merely ballooned, it was damn near out of control!

I thought I was driving into a State Fair by mistake. Not a little State Fair either, a big one like Florida's; where they have goat milking contests and antique tractors exhibited on mirrors so you can see all the bottom details. Dairy farmer Jim Hoellerich had shooed his cows off a few hundred acres of meadow and let the Pathfinders club turn it into a monstrous parking lot.

The first thing I noticed was that most ISDT riders had turned into multi millionaires and were driving those big motorhomes that have a neat garage section built into the rear end. The second thing I noticed was more Ossas than I'd ever seen in my life. Apparently Ossa and Bultaco had agreed to split the country into sales districts and Ossa picked New England. Bultaco got the rest.

The first "name" we saw was Billy Uhl, and Emily said he looked like a mountain man. She was exactly right; Billy Uhl really IS an honest to John mountain man.

Leaving Emily in the car out of the beginning rain I drifted up to the rider's meeting, found the key time clock and zeroed my own watch because the Pathfinders' Steve Erickson had asked me to help at the Saturday trail ride start and also at the Sunday grass track start. Five minutes before key time on Saturday the rain began to get serious and the start ramrod gave me the job of slapping clear tape over the paper numbers about half the riders had duct taped to their number plates. As you would expect from ISDT veterans, the other half had weatherproof plastic numbers solidly attached to their plates.

Some of these troops also had the issued paper number on their helmets, so I dutifully slapped clear tape over these and may have put a crick in a few riders' necks but that's just one of the dangers of riding off-road.

One section of numbers were all antique class and it was like stepping into a time warp, with BSA Gold Stars on one side and Triumph Trophies on the other. Now I KNEW these were mostly millionaire riders; dropping any of these bikes on a wet rocky trail could break something that could only be replaced by exchanging a blank check to buy a complete parts bike when all you needed was a kick start lever that got broke off in Jim Hoellerich's back forty, and buried a

foot deep in mud by the next fifty motorcycles.

After we got all the riders off I gathered up Emily and we went to see the Hoellerich Vintage Trailbike Museum, said to be the best in Massachusetts. I got news for you, it's the best in New England.

We overheard Kevin Hines asking Hoellerich if he could use some old Ossa stuff, like forks and frames and engines, and we could see Jim light up like it was Christmas morning! Before we left I asked Jim if he wanted my old helmet and he was so overjoyed he asked me to sign the back of his barn door, which impressed Emily all to hell and sort of put a lump in my throat also.

The reunion scheduled a Saturday evening banquet and no one in his right mind could expect four star food from a place called Gringo's, but the food was just fine. Next reunion I hope they get a place with an elevated stage because we could hear speakers but not see them. We could see master of ceremonies Clipper's head all right, because he's tall, but the fact is that a large percentage of really good motorcycle riders run to a rather short overall length in the inseam.

When Emily fell asleep the second or third time John Penton fought his way back to the microphone, I thought it best to leave before the young bucks started a food fight.

Sadly, I wasn't able to make the Sunday grass track because we had to drive down to the old Red Lion Inn in Stockbridge, where I had stupidly left a valuable book Emily's son Paul had given me during lunch on Saturday.

It was no ordinary book. It was the official publication of the Guggenheim Foundation regarding their fabulous motorcycle exhibit, which is scheduled to travel worldwide. The very large

format book, it weighs over six pounds, is called THE ART OF THE MOTORCYCLE and is probably the best work on motorcycle history that will ever be done (45 dollars from the Guggenheim Museum Publications, 1071 Fifth Ave, New York, NY 10128 and enough full-time reading for six months). There are brilliantly printed color photos of motorcycles that can make an old rider like

myself drool three buttons down on a long sleeved shirt. Some of the British Twin photos—Bonnevilles, Nortons, Ariels—were so sharp they almost leapt off the pages. Not only that, I actually thought for a minute that I heard, once again, those exposed valve trains whispering at idle.

One thing I'm very sure of, I'll be eternally grateful for the Red Lion Inn staff for finding this remarkable book where this dummy left it and keeping it safe overnight.

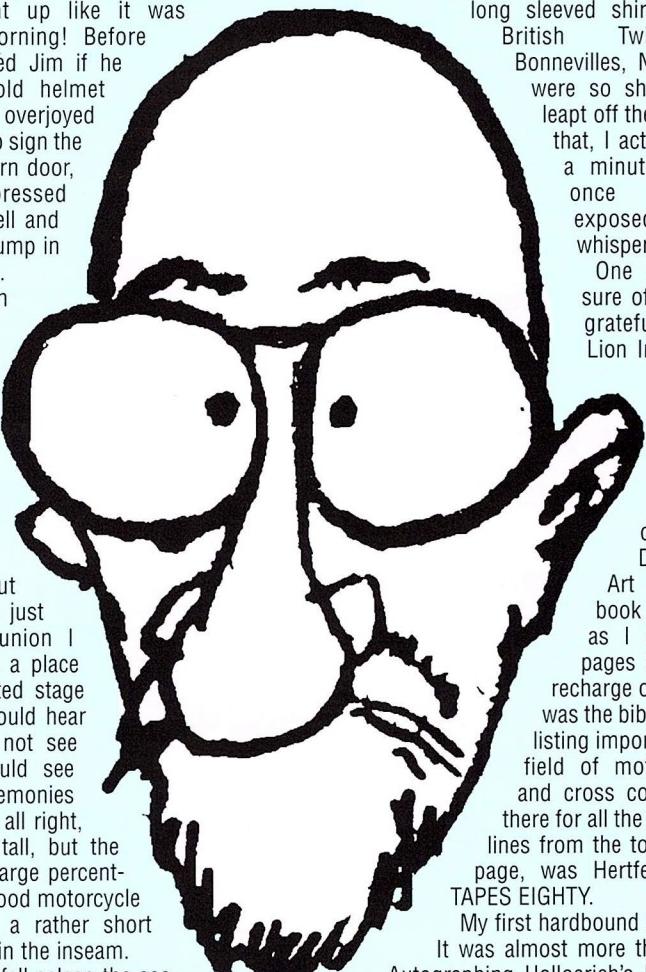
Digging into the Art of Motorcycling book I felt almost sad as I neared the final pages but I got an ego recharge on page 440. This was the bibliography section listing important books in the field of motocross, enduro and cross country. And right there for all the world to see, five lines from the top on the second page, was Hertfelder, Ed. DUCT TAPES EIGHTY.

My first hardbound book.

It was almost more than I could take. Autographing Hoellerich's barn door, being listed in a Guggenheim book and sitting next to Malcolm at the world famous Gringo's.

—Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Want a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to [ducttapes@yahoo.com](mailto:ducttapes@yahoo.com). ↑



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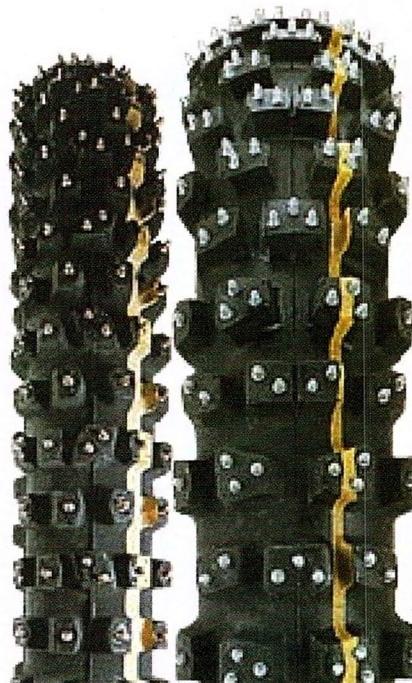
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